

THE DANGEROUS RAYS OF SUNLIGHT.

The ultra-violet and infra red rays are especially present in Hongkong sunlight. The best protection is the Sir William Crookes (British) lens, which absorbs the dangerous rays. We have the genuine (there are many imitations) made by Chance Bros, Birmingham, England.

If you prefer an almost colourless lens, with high absorptive qualities, we recommend the "Vitrex"—a British lens backed by British scientists.

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Hongkong's Only European Optician.
Manager:—Ralph A. Cooper, Registered Optometrist (Canada).

The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號二月十英港香 SATURDAY, OCTOBER 2, 1926. 日六廿月八

To-day's ESSEX is the finest ever built. It is the smoothest, most reliable ESSEX ever built. It is the best looking, most comfortably riding ESSEX ever built. And the price, because of volume, is the lowest at which ESSEX ever sold. Its overwhelming public acceptance, confirmed by actual sales, is a testimony to the outstanding leadership of ESSEX, value. Never was that position so clear, and so rightly deserved as to-day.

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25 WONG NEI CHUNG RD.
HARRY VALLEY

COBHAM RETURNS.

END OF HISTORIC FLIGHT.

MAGNIFICENT WELCOME.

London, Oct. 1.

A vast gathering lined both sides of the Thames at Westminster and was reminiscent of Boat Race days, to welcome Mr. Allan Cobham. There were tremendous outbursts of cheering as he passed and re-passed Parliament prior to landing facing Parliament amid a deafening din. A motor dinghy went alongside the seaplane and brought Cobham to the Speaker's steps, where he was greeted by the Speaker, Mrs. Cobham, who was dressed in black and white, Sir Samuel Hoare, Sir Sefton Branker, the fiancé of Sergeant Ward, and the wife and small daughter of the mechanic, Capel. The Speaker and Cobham's wife descended the steps to the water's edge, where the airman embraced his wife. General congratulations followed. The mechanics came up in a second launch, Mr. Cobham, without a hat and wearing old dilapidated dungarees worn throughout the journey, helping them to land. He was still carrying the special mail from the Governor General of Australia to the Secretary of State for the Colonies and a message to H.M. the King. A huge Union Jack and the dominions flags were flown from the walls of Parliament.

OFFICIAL WELCOME.

An official welcome was held in the Speaker's garden, Sir Samuel Hoare congratulating the airman on his feat. He sympathetically referred to the shot mechanic, Elliott.

Sir Charles Wakefield, who partly financed the flight, likewise paid tribute to Cobham.

Responding, the airman emphasised that the flight was not a stunt, but was intended to find out what they could do, and they found out a lot. He outgassed his crew and hoped the British people would realise the importance of flying.

His Majesty sent a message to Cobham cordially welcoming him home and heartily congratulating him on the successful termination of his historic flight.

At the conclusion of the speeches, Mr. Cobham delivered the mail from Australia.

Cobham has covered a total distance of 28,000 miles in a flying time of 320 hours. The machine used was a De Havilland built in 1923, and was the same as Cobham flew last year to South Africa and back.

WIRELESS STORY.

IMMENSE CROWDS.

Rugby, Oct. 1.

Mr. Allan Cobham's great flight to Australia and back ended to-day, when in the presence of immense crowds of Londoners on both sides of the river his seaplane alighted on the Thames, opposite the Houses of Parliament.

The weather conditions were ideal and the sun was shining brightly when a roar of cheering announced that the machine was in sight, flying at a low altitude. Cobham followed the course of the river to Hammersmith and on returning circled twice over Westminster before gliding down to make perfect contact with the river. The machine was quickly moored and Cobham, followed by his mechanics, was brought by motor launch to the Terrace of Parliament. The Terrace was crowded with a distinguished gathering including Cabinet Ministers, Peers and Members of Parliament with their ladies. India was represented by the Maharajah of Buryan, who is here to attend the Imperial Conference. Another noteworthy personage present was Prince Faisal, heir of the King of Hedjaz. On a raised platform sat those who were to take a more intimate part in the reception.

(Continued on Page 13.)

BOYCOTT SETTLEMENT OPINIONS.

IS OFFICIAL PROCLAMATION NECESSARY?

WHAT CANTON THINKS.

Opinion in Canton appears to be divided as to the precise manner in which the strike and boycott will be terminated, but there seems to be a consensus of opinion that an official proclamation is not necessary.

In this connection, it is pointed out that Mr. Eugene Chen has definitely intimated that "arrangements with the Strike Committee have been made to terminate the boycott on or before October 10th (most probably by the end of September)" and it is thought that the withdrawal of pickets from the various stations, together with the abolition of the pass system, will be sufficient to indicate the sincerity of the Government in the matter.

It is thought in some quarters that if no change occurs in the situation by the 10th instant, shipowners, merchants and passengers should act as though the boycott were at an end, and in this way they can test the position. In other words, the idea would be to take the Government at its word, and if no further interference is experienced, it will be demonstrated by the fact that the boycott is at an end.

The view is expressed that if such action is taken, the Canton Government will see to it that the boycott really does end, for, if any further obstruction to shipping or passengers were allowed to continue, the Government would be discredited in the eyes of the whole world, seeing that it has made a definite pronouncement that the boycott will terminate not later than October 10th.

Another Canton report states that it is thought that the restoration of traffic between Hongkong and Canton will take place some few days before the 10th instant. It is said that the delay is caused by the inability of the Strike Committee to complete the details of the scheme decided upon, and that as far as the Government is concerned the outstanding points will be dealt with by Mr. Eugene Chen and Mr. T. V. Soong.

MOTOR CYCLE MISHAP.

P.W.D. OVERSEER INJURED

Mr. J. W. Wells, an overseer of the Public Works Department, was removed to the Government Civil Hospital yesterday afternoon suffering from rather serious leg injuries received when his motorcycle crashed into a car around the bend at Caine Road, near the Police Quarters.

In a report to the police, the driver of car No. 2105 stated that the mishap occurred at 2.15, as he was driving in a westerly direction. He collided with Mr. Wells's car, which was proceeding in the opposite direction round the bend. Mr. Wells was thrown heavily from his machine and received injuries which necessitated his being taken to the Hospital in the car.

TRAFFIC ACCIDENTS.

TWO REPORTED YESTERDAY.

A Chinese boy was rendered unconscious and had to be removed to the Government Civil Hospital when a push bicycle on which he was riding crashed into a tram at the corner of Jackson and Des Voeux Roads yesterday afternoon. A motor car crashed into a wall at the top of Glenalee last night at ten o'clock. There was a European lady in the car, but she was not injured. The car was badly damaged.

HOUSING SCHEME.

ATTRACTIVE STRAITS PROJECT.

RECREATION CENTRE.

The Singapore Municipality is about to embark upon an interesting and attractive housing scheme which will involve cutting off a hill of considerable size, dumping 300,000 cubic yards of earth in various areas elsewhere, and the construction of ninety-eight terrace houses for Municipal subordinate officers.

The site of the scheme is Monk's Hill which lies in the triangle between Cavanagh Road and Bukit Timah Road, beyond the Municipal filter beds.

The hill will be cut off to a level of about fifteen feet above the level of the adjacent ground, and on the plateau thus created, will be built terraces of houses of the type to be seen in Bukit Timah Road on the town side of the first level crossing.

It is generally admitted that these quarters are extremely successful, both from the practical and aesthetic points of view, and when the whole scheme is completed this little area stretching back from Bukit Timah Road over what is now an unoccupied hill will be a model of what suburban housing for the clerical class ought to be.

LAY-OUT OF THE AREA.

The lay-out is a very neat and satisfactory piece of work by Mr. Langdon Williams, who has had charge of the Municipal town planning department during the absence on leave of Mr. W. H. Collyer.

Access to the new area will be given from Bukit Timah Road, and the road, after a short distance, will fork and run round both sides of the hill.

Eventually connection will be made with Clomenceau Avenue, a proposed road from Government House gates in Orchard Road to Bukit Timah Road. This scheme was mooted several years ago, but has been in abeyance ever since.

The cutting away of the first half of Monk's Hill will commence next week, and the earth will be used for filling in the Lavender Street area, where a garden suburb designed and built by the Municipality will eventually arise.

A site has been provided in the Monk's Hill lay-out for the Municipal Services Club, which is at present occupying temporary premises, and a full-sized sports ground and five tennis courts will also be provided.

RECREATION SCHEME.

The upkeep of the club, ground, and courts will be paid for by the members, but the land, which is owned by the Municipality has been donated without charge, the idea being to create a recreation and sports centre for all subordinate officers employed by the Municipality.

Three small but adequate children's playgrounds, averaging roughly 100 feet square, have been included in the layout, and the terrace houses will have gardens at front and back, so that the whole area should present a pleasing and neat appearance.

It is expected that this scheme will satisfy the housing needs of the Municipality for some years to come.

It will be carried out gradually, as funds become available, but the above description contains the general outline of the scheme.

OFFICIAL HOUSING POLICY.

A consistent policy of providing housing accommodation for employees of all grades has been followed by both the Government and the Municipality, and if quails are felt at the allotment of public money for this purpose it may be pointed out that the Municipal schemes at Swiss Cottage Estate.

(Continued on Page 13.)

THE CENTRAL CHINA WAR.

RUSSIAN OFFICERS GIVEN COMMANDS.

SWATOW CHANGES.

Up to the time of going to press, no further news has come to hand regarding the progress of the war operations in Central China, where the Southern forces are being attacked by the Allied troops.

A Chinese news agency reports that a considerable number of Russian officers have been rushed up to the Kiangsi battle-front and that a few of the commands of the Southern armies given to these Russians. In view of this movement, together with the general shifting and re-disposition of the various units in the field, a big attempt to move against the Allies is expected to be launched shortly.

SWATOW DEVELOPMENTS.

A report from Swatow states that Tai Yum, the new Civil Administrator of the Chao-Moy circuit, has arrived at that port, and announced that he has assumed office as from the 1st October. He hails from Wenchow, Chekiang, and is sixty-four years of age. Though a scholar of the old school, he has always been identified with the revolutionary cause, and all reform movements in his native city. He is said to be one of the former teachers of General Chang Kai-shek, and was the first man invited to assist in the reorganization of the Whampoa Military Academy by General Chang. He is regarded more as the right-hand man of General Chang and holds several positions of trust in the Military Academy, and in the headquarters of the Commander-in-Chief. His appointment as a civil administrator of the Chao-Moy circuit is regarded as significant, in view of the present strained relationships between Kwangtung and Fukien.

It is expected that more will be heard of this officer, in the event of Fukien coming under the influence of the Nationalist Government. It is reported that he has with him letters patent of the Nationalist Government appointing Li Fung-cheong, a Garrison Commandant of the Fukien forces, as General officer commanding the 17th Army Corps.

In connection with this report, it is said that Chow Yum-yang has delayed the attack on Kwangtung, owing to the doubtful attitude of Li Fung-cheong. Another report states that Chow Yum-yang has successfully disarmed a part of the forces under Li's command, and is likely to succeed in winning over troops with an offer of re-enlistment under his command.

COAL STRIKE.

AN IMPORTANT RECOMMENDATION.

London, Oct. 1.

A further 8,000 miners resumed work to-day.

The Derbyshire Miners' Council has recommended its members to accept the Government's proposals.—*Reuter*.

INTERNATIONAL ASPECT.

Ostend, Oct. 1.

A communique issued by the Miners' International says that the majority of the affiliated Unions proclaimed their inability to consider the British request for an international strike, but gave an assurance that substantial financial aid would continue to be given to the British miners, while the affiliated bodies would continue to do their utmost to prevent the exportation of coal to England.

Wong Kan-yan, a contractor, has reported to the police that \$800 was stolen from his belt pouch whilst he was lying asleep at his club in Des Voeux Road, after smoking opium. Two habitues of the place are being held in custody for examination.

BETTER FOOD.

A NEW SINGAPORE VENTURE.

COLD STORAGE COMPANY.

A big new venture aiming at the provision of better food supplies is to be started in Singapore, in which connection the prospectus of the Fresh Food and Refrigerating Company, Ltd., has been issued. The nominal capital is \$2,000,000, divided into 1,000,000 shares of \$2 each, and applications have already been received for 275,000 shares. The list opens on the 27th inst. for the first issue of 500,000 shares.

The directors are as follow:—

Messrs. J. M. Sims, Chee Guan Chiang, Joseph Aaron Elias, E. C. Tong, Sen, O.B.E., G. W. Khim, Lee Chin Tuan, Alan Loke, Ezekiel Saleh Manasseh, Siew Qui Wong, and Arthur Roy Watson Butcher.

The prospectus states that the company has been formed for the purpose amongst others of providing storage and carrying on the business of importing, storing and distributing frozen meat and game, butter, cheese, fruit and other products from Australia, New Zealand and other places.

Singapore is one of the largest ports in the world and also an important distributing centre and is a recognised vitualling station for far-eastern and local shipping.

In view of these facts and of the construction of the Singapore Naval Base, the directors feel confident that there will be ample scope for a new cold-storage company in this field. It is also the intention of the directors to cater for all races resident in Malaya.

COLD STORAGE WORKS.

It is intended to proceed at once with the erection of an up-to-date Cold Storage Depot and Ice Factory in Singapore.

Negotiations are in progress for the acquisition from the Singapore Harbour Board of Tanjong Pagar, Singapore, of a lease of a piece of land near West Wharf, Keppel Road, Singapore, containing an area of about 25,047 square feet at a monthly rent of \$522. No premium will be paid for this lease.

It is estimated that \$50,000 will cover the cost of constructing the depot and factory, which will be capable of storing 800 tons of meat, butter and other perishable products, and of manufacturing per day 50 tons of ice. It is proposed to engage Mr. G. L. D. James, A.S.R.E., M.L.Mech. E., of Sydney, for the preparation of the plans of these works, and also, if satisfactory terms can be arranged, for the supervision of the erection of these works. Mr. James is a well-known architect in refrigeration works and has been responsible for some of the most up-to-date works in Australia and New Zealand and other parts of the world.

SHIPPING ARRANGEMENTS.

Suitable arrangements have been made with the Koninkliljke Paketvaart Maatschappij, which has already commenced the construction of two new steamers for this service, for the regular provision of sufficient shipping space from Australian ports at reasonable rates, and a contract has been entered into in this connection and is referred to hereunder.

BUYING ORGANISATION.

The Company will establish a branch office or its own agency in Australia for the purpose of purchasing all its Australian and New Zealand requirements. The advantage of this arrangement will be apparent, as the Company will then be in a position to make its purchases in open market at low prices, and be unfettered by contract with any other company. It is also proposed to secure a buying agency in England, with the object of obtaining choice British and European products suitable for this market.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that the Bag-Snatchers' Union has lodged a vigorous protest against the action of a certain gallant officer, who has been observed carrying a camouflaged suit case.

A London corset firm was recently broken into and \$10,000 it been nearer we should not have got off so lightly," says the *China Mail*. By the same token, had we have not got off so lightly it might have been much nearer.

Strangely enough, a man arrested in New York for going without clothes was not charged with impersonating a woman.

A flood followed public prayer for rain in Kentucky, U.S.A. Next time they will probably pray for a heavy dew.

At last we've heard a good local fishing story. Three enthusiasts fished in the Kowloon reservoir rowed a mile for drinking water last Sunday. And they had a peg with them all the time!

Motor Hint:—Drive carefully. In London, a man ran over a girl piano by ear, sound as if they were using their feet.

Trouble about leaving foot-prints on the sands of time is that too many of us get on the rocks.

This is the time of the year when father comes to the conclusion that his house could do with more paint and his daughter with less.

If money really talks, most of the dollars we manage to scrape together seem tongue-tied.

Notwithstanding the efficiency of the modern self-starter, Hongkong still has a few cranks.

A London journal of humour states that the tube is so overcrowded that a man recently buttoned his suspenders on another man's trousers. We suppose that if some of our bad characters travelled on the Peak tram, they'd be picking their own pockets.

It's about time women gave up cigarette-smoking. It's become a very effeminate.

We understand that local paper was bemoaning the dullness mosquitoes are quite in favour of the one-piece bathing suit.

Curious how typhoons affect some of our young bloods. Some are wont to display an unusual desire to start out early for office.

A man in Chicago died from drinking dandelion wine. He probably got shot by the pistols in the dandelions.

A Paris designer says corsets are coming back. We predict that it'll be a long trip.

Hongkong has had the experience of being without taxis. But unfortunately they were spelt with an "I."

It'll soon be the round-the-world cruising season. But no nation is really as bad as its rich tourists.

Woman's place used to be in the home. This summer it seems to have been in the English Channel.

A diamond valued at \$300,000 (gold) is for sale in New York. A chance for somebody locally when shares go up a bit more.

You may have bad luck, but what about the Scotaman at St. Andrew's who holed out in one of the wrong green?

Ignorance has its value. It produces about nine-tenths of the Peak tram conversation output.

People who really have nothing to worry about seem to worry about 24 hours of the day.

Now that prosperity has returned to Ice House Street, we suppose brokers will revert to Derby days as soon as they have to discard local specimens which can't be traced.

According to a German report, Moscow boasts of an automobile museum in order that it may trace development of the automobile in its many stages. It has a better case if he had not borrowed her garters for his golf stockings.

Now that prosperity has returned to Ice House Street, we suppose brokers will revert to Derby days as soon as they have to discard local specimens which can't be traced.

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BUS ASSAULT.

EUROPEANS INVOLVED IN COURT SEQUEL.

The right of otherwise of a passenger demanding that a fellow passenger produce his ticket to the conductor on a bus, was a topic for argument at the Kowloon Magistracy yesterday afternoon when the case of assault in which Mr. T. S. Jeffreys, Capt. Weston of the S.S. Ling Nam and a telephone workman were involved, was resumed before Mr. J. H. B. Nichol.

The case arose out of an incident which occurred on one of the Kowloon Motor Bus Co.'s vehicles on September 14 when a charge of assault was brought against the telephone employee by Mr. Jeffreys. Some days later cross summonses for assault were issued against both Mr. Jeffreys and Capt. Weston by the original defendant.

Mr. J. A. Leask appeared for the two Europeans while Mr. Leo d'Almada represented the Chinese.

An Indian constable was called yesterday by Mr. Leask. The witness said that when he boarded the bus there was already some trouble between the two parties and he was asked by Mr. Jeffreys to request the telephone workman to produce his ticket. It was later suggested that the parties should go to the Bus Company's office, but after some further argument, the Chinese took out his monthly ticket and showed it to the Europeans.

Hostilities Resume.

It was then that Capt. Weston struck the defendant who in turn hit the captain. The Chinese then wanted witness to ask Capt. Weston to go to the Police Station. After alighting from the bus they both struggled in the roadway until witness separated them. They were ordered to go away but the Chinese insisted that they go to the Station.

Answering Mr. d'Almada, witness said that the defendant showed Capt. Weston his ticket and did not "flash it across his (Capt. Weston's) face."

His Worship: Do you mean to say he produced the ticket in the ordinary manner?—Yes.

Sub-Inspector Hourihan called by Mr. Leask then gave evidence of what occurred in the Police Station. Witness stated that both Capt. Weston and Mr. Jeffreys made a charge of assault against the Chinese. The former did not press his complaint and only the charge brought by Mr. Jeffreys was made against the Chinese.

Aggressor or Aggrieved?

The charge was however, denied and the telephone employee accused the two Europeans of having assaulted him. He showed witness a small mark below his left eye, while Mr. Jeffreys had four scratches on his face. Capt. Weston showed no injuries whatever.

Replying to Mr. d'Almada, witness said that from all appearances he thought it had been a fight between the Chinese and Mr. Jeffreys.

This concluded Mr. Leask's case and Mr. d'Almada in submitting that he had no case to meet said that the whole source of the trouble arose from the conduct of the two Europeans. Even if as stated, by Capt. Weston, the ticket has been flashed across his face, that was no excuse for the unwarrantable assault committed on the defendant.

THE PEKING CABINET.

REORGANISATION OF OFFICES.

Peking, October 1.—At this afternoon's Cabinet meeting, it was decided that Wellington Koo would relinquish the portfolio of Finance and take over the Foreign Ministry from Tsai Ting-kun, whose resignation was accepted, and simultaneously take charge of the Premiership. To Hsueh remaining in the Cabinet as Navy Minister.

It is not yet settled who will succeed Dr. Koo as Finance Minister. —Reuter.

The Defence.

The production of the man's ticket had nothing whatever to do with either Mr. Jeffreys or Capt. Weston. Assuming that what the latter had said in regard to the rolling of the coil of wire on his feet were true, it was only his duty to ask him to be careful.

They had agreed to go to the Police Station to settle the matter—the fact was whether the man had a ticket or not, and not whether he had a right to carry the wire on the bus. They had insisted on a right which they did not have.

On that evidence, Mr. d'Almada asked that the charge against his client be dismissed while the summonses against the two Europeans should be found proved on their own evidence alone.

If his Worship could come to a satisfactory decision Mr. d'Almada said that he would shorten the proceedings and not call his witnesses.

Application Premature.

Mr. Leask said that Mr. d'Almada's application for dismissal of the charge against his client was premature. They had agreed to consolidate the three summonses and take them all at the same time. He argued therefore that if Capt. Weston was the aggressor, Mr. Jeffreys' charge against the Chinese could not be dismissed unless the other side opened their case.

Mr. Leask also argued that Capt. Weston had a right to ask the telephone workman to produce his ticket as he had not "bought one. He could not quote any authorities in support of his contention and if his Worship ruled against him he would bow to the decision.

Capt. Weston Convicted.

In finding against Mr. Leask his Worship said that he would dismiss the charge against Mr. d'Almada's client and found the summons against Capt. Weston proved, but could not find the summons against Mr. Jeffreys proved.

After consultation with his client Mr. d'Almada said that in view of his Worship's decision in the charge against his client, he would let the matter stand as it was and withdraw the other summons.

Resuming, his Worship said that he would not bind Capt. Weston over on a personal bond as he was satisfied that he was a responsible member of society, but he regretted that Capt. Weston had made an error of judgment. Owing to the Chinese having to face considerable expense and the loss of dignity, his Worship ordered Capt. Weston to pay the telephone employee \$10 compensation.

BOOZE BUCCANEERS.

MODERN PIRACY OFF AMERICAN COAST.

St. Augustine, Fla., Oct. 1.—Federal agents have arrested twelve men as the result of investigation of an attack by rum pirates on the schooner Hazels Herman, said to be British, thirty miles from Anastasia Light on August 9. It appeared the pirates, in a powerful motor boat, ran alongside the schooner, which was reported to have been carrying liquor, and attempted to board it.

The pirates' fire seriously wounded the captain and cook of the schooner, whose return fire killed one pirate and seriously wounded another, whereupon the pirates dashed off. —Reuter's American Service.

THE MIND AND THE BODY

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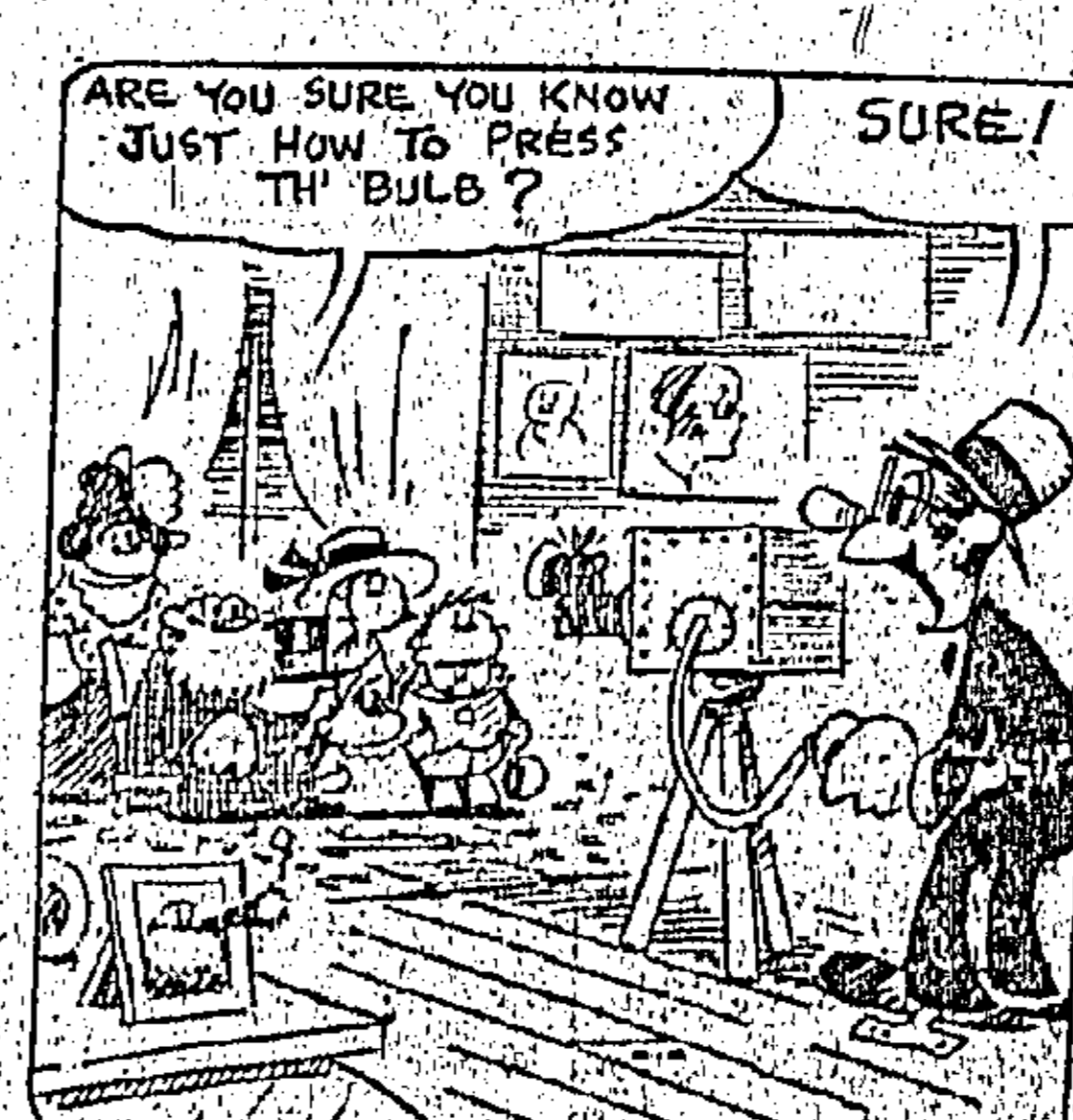
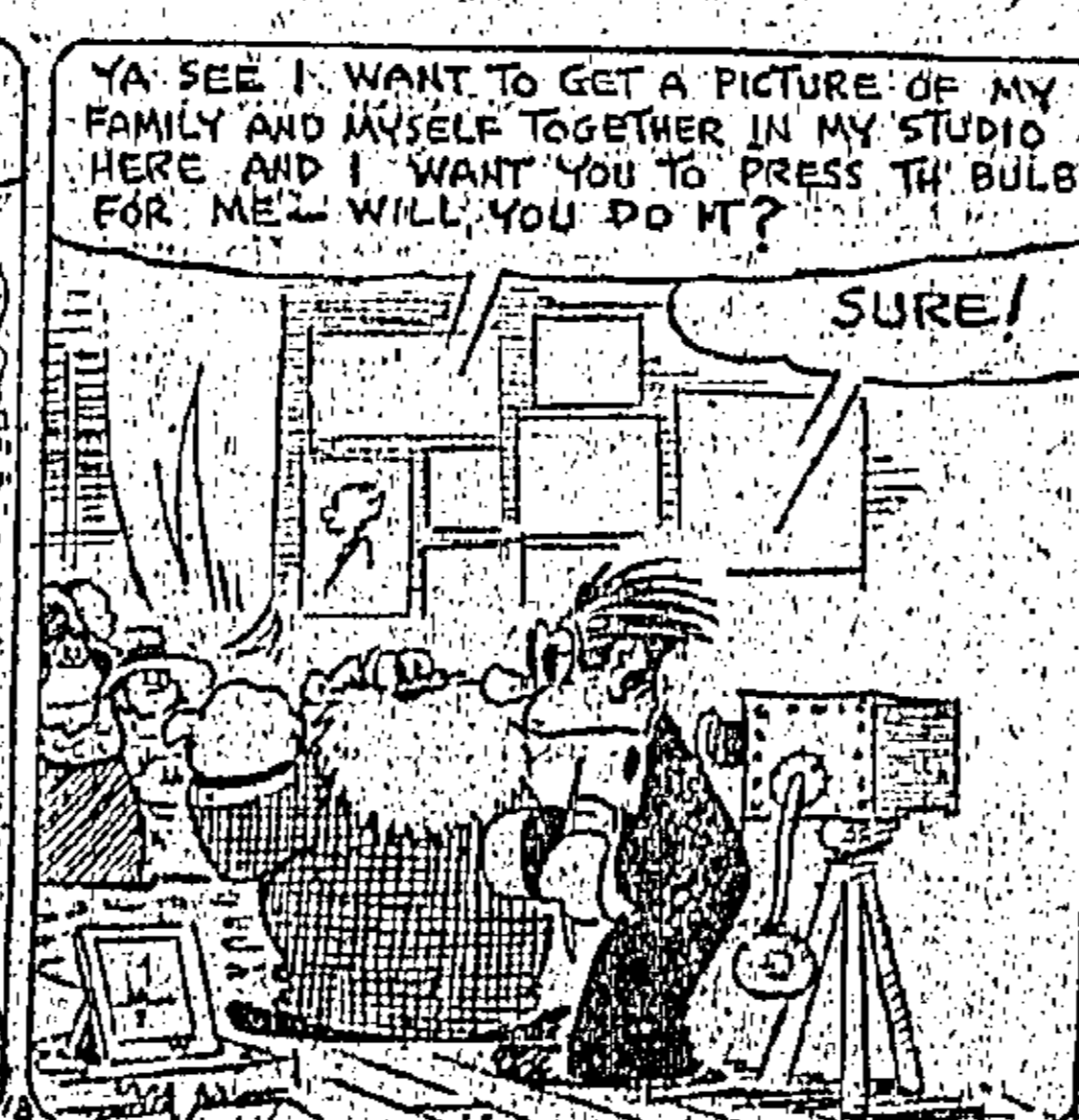
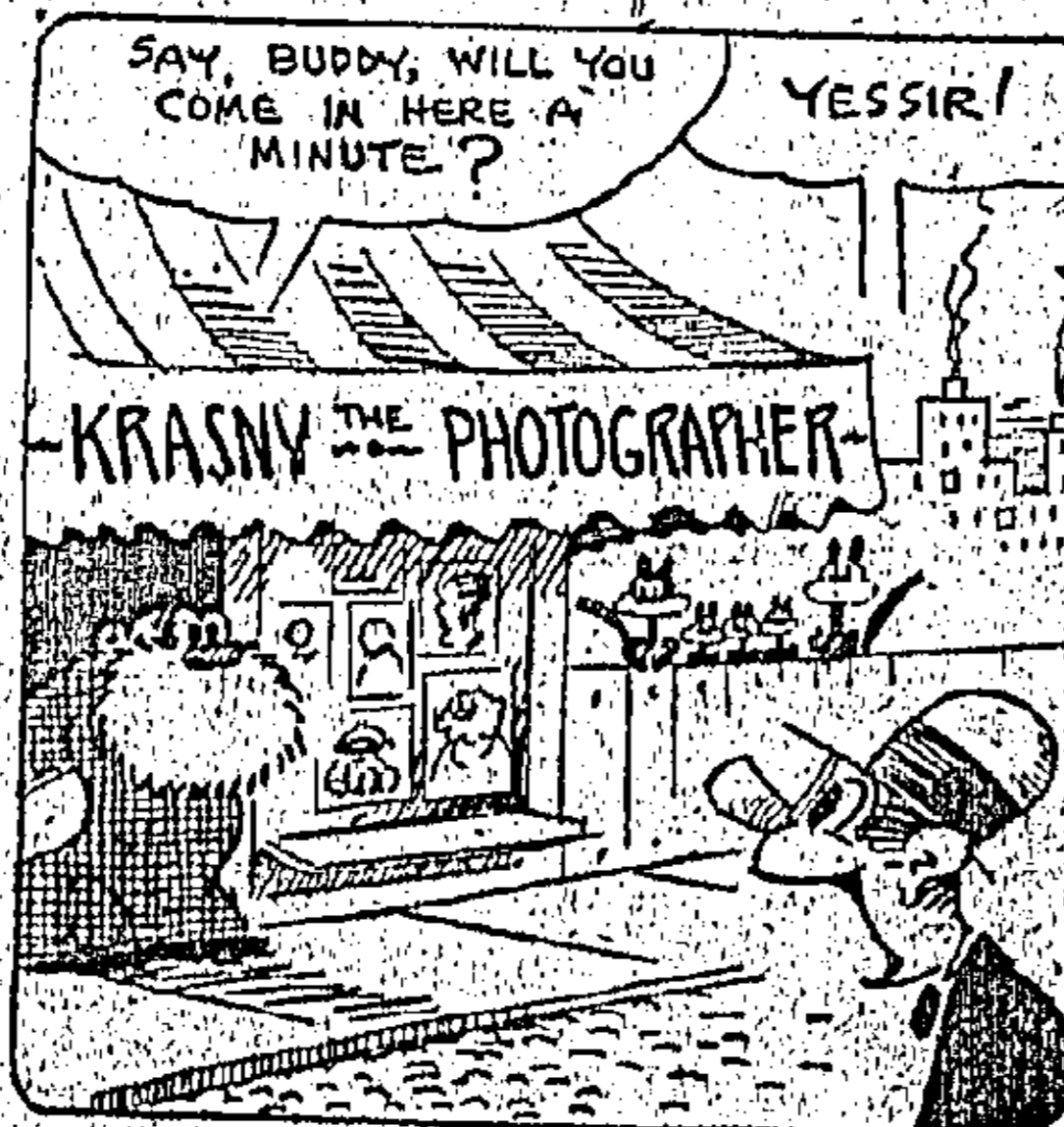


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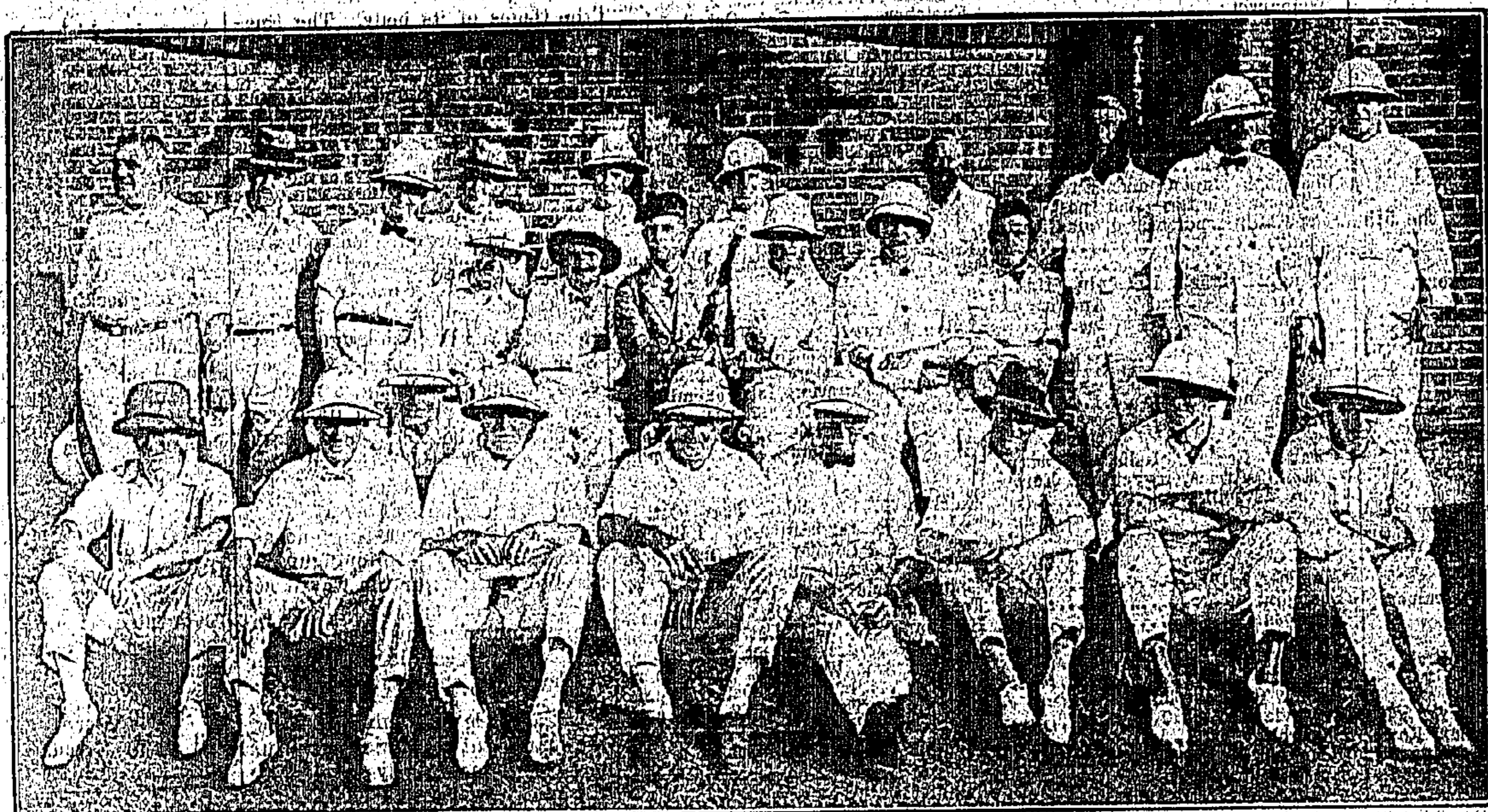
It Was a Snap

By Swan

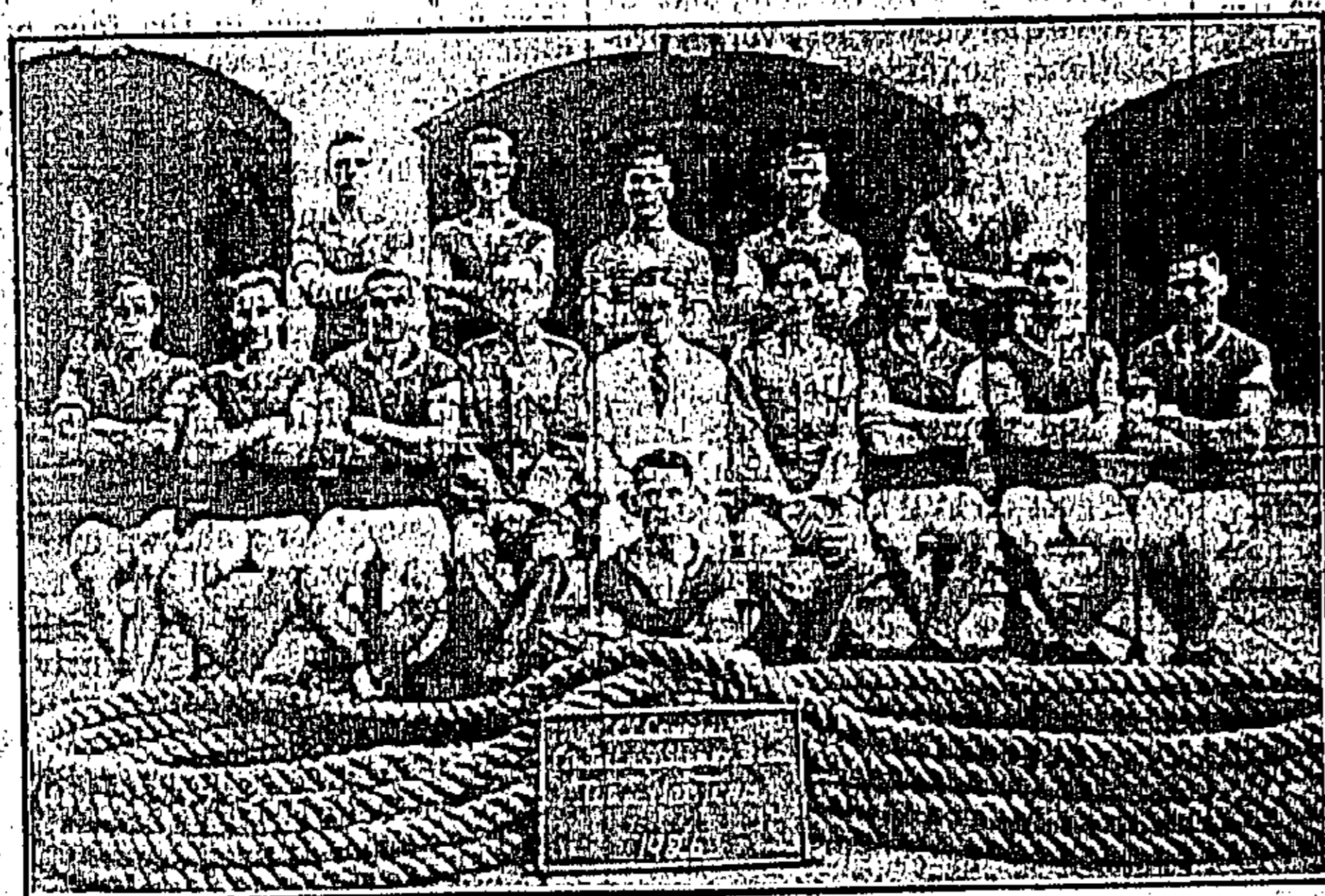




Photographs taken at the wedding of Lieut. Harry R. A. Day and Miss Hilda Doreen Holgate, on board H. M. S. Tamar on Saturday. (Photo: A. Hing.)



Players in last Saturday's bowls match between the Yacht Club and a team representing the Scottish Company of the Volunteers. (Photo: Ming Yuen.)



The successful Tug-of-War team of "C" Company, of the East Surreys.



Group taken at wedding of Mr. A. G. Pereira and Miss L. M. de Roza, at the Roman Catholic Cathedral. (Photo: Ming Yuen.)



The well-known local Filipino baseball team. (Photo: Ming Yuen.)



Suzanne Longton signing her professional contract form.



Winter is near

and the question of new clothes becomes urgent, demanding some discrimination in the choice of a tailor.

Don't be misled by cheapness—price is not everything. Cheap garments cannot include good material, perfect fit, best workmanship, and that indefinable "something" in the appearance of good clothes, which, after all, render them cheapest in the end, although the initial cost is somewhat greater.

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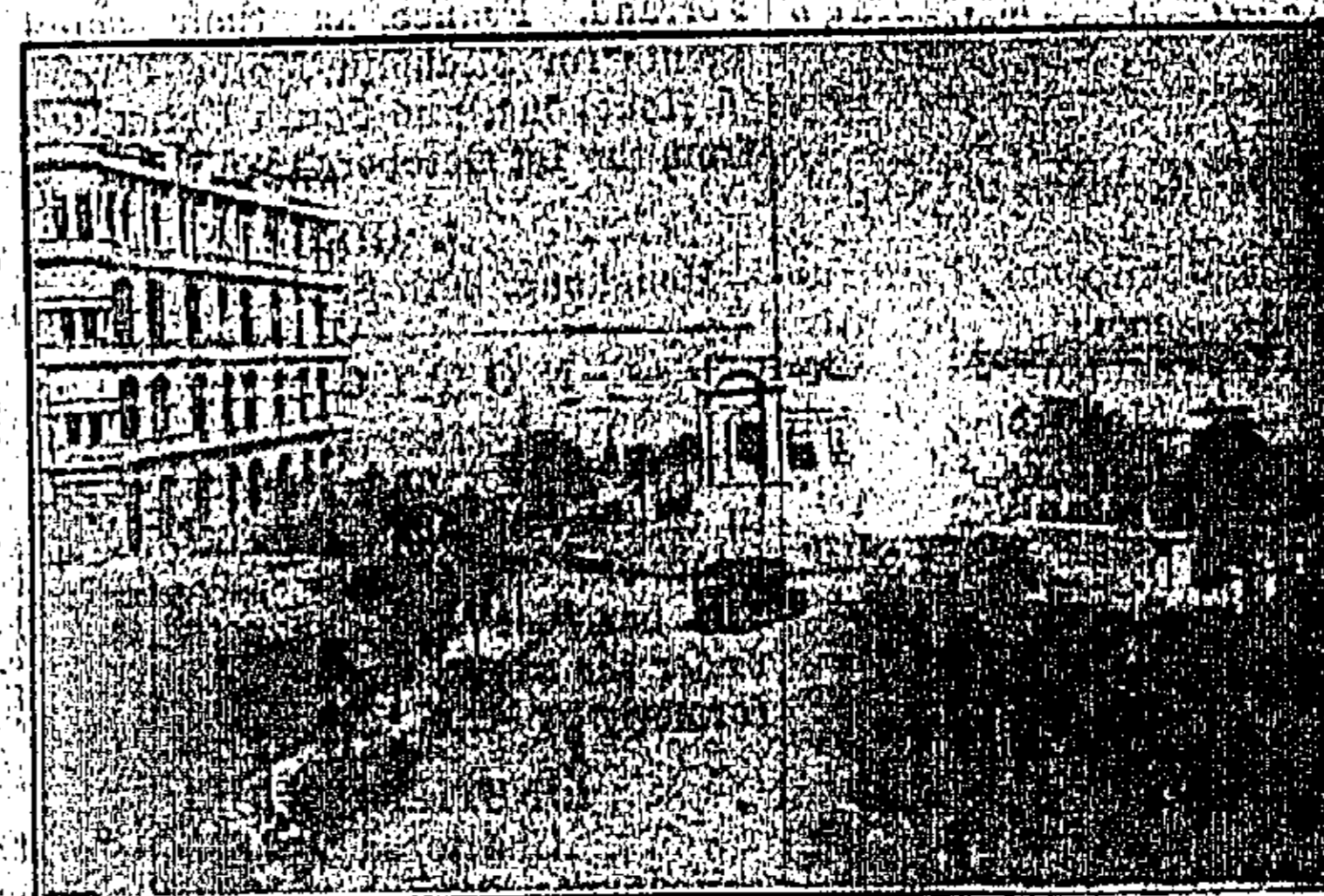
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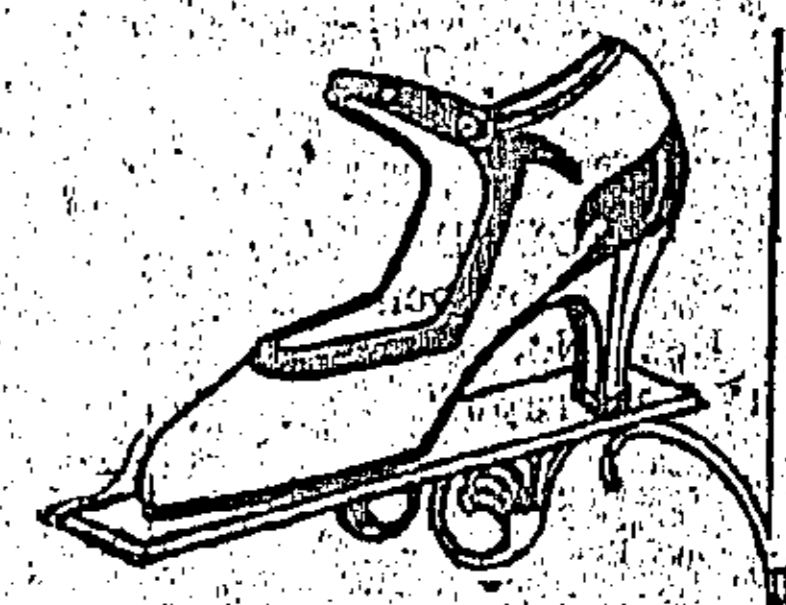
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FITMAN'S SHORTHAND—A course for beginners will shortly be opened at the Italian Convent, Caine Road. Speed and Theory classes always open.

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ENGLISHMAN, Twelve years commercial experience, seeks position. Apply Box No. 84, care of "Hongkong Telegraph."

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FOR SALE—Sunbeam Landauette, 1924 model, recently thoroughly overhauled in London. Inspection at Hongkong Hotel Garage. Apply Deacons.

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TO LET—One European Flat Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—A three roomed European Flat on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET—GROUND FLOOR Offices, near Kowloon Ferry. Apply to Box No. 47, care of "Hongkong Telegraph."

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET—European Houses Nos. 53 & 55, Kennedy Road and Nos. 1 & 2, Broadwood Road, with all conveniences. Apply K. Y. Z. care of "Hongkong Telegraph."

COMMODIOUS Ground Floors of Nos. 15, 16 & 17, Connaught Road C., and First Floor of No. 16, Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET—Ground floor of No. 15 and First floor of No. 16, Connaught Road Central (next to P. & O. Building). Suitable for offices, immediate possession. For terms, Apply to S. K. Trust Limited, 29, Connaught Road C. Phone C.144.

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NEW ADVERTISEMENTS.

TO WATSONIANS IN HONGKONG & SOUTH CHINA.

Dr. Allison, the recently retired Headmaster of George Watson's, Edinburgh, will arrive in Hongkong about 22nd November on his world tour of Watsonian Clubs. Watsonians, who desire to join in showing him hospitality, are requested to communicate with

JOHN FLEMING, c/o Lowe, Bingham & Matthews, Hongkong.

ROYAL HONGKONG GOLF CLUB.

Owing to floods the NEW COURSE is closed temporarily. Ladies may play on the OLD COURSE to-morrow, but Mens' E. D. MATTHEWS, Secretary, R.H.K.G.C.

G. R. NOTICE.

HONGKONG TECHNICAL INSTITUTE.

The Institute will re-open on Monday, October 4th. Students joining Classes held at Queen's College will be enrolled at the Education Department only; those joining Classes held at the Central British School, Kowloon, may be enrolled at that School. Entry forms may be obtained at the Education Department or the Central British School. Hongkong, 1st October, 1926.

NOTICE.

We beg to announce that we have been confirmed by Messrs. M. Michelin & Co. of Clermont Ferrand, France, as their sole agents for Michelin Motor Tyres in Hongkong, and South China as from the 1st October, 1926.

J. GIBBS & CO. Hongkong, 30th Sept., 1926.

NOTICE.

The interest and responsibility in this firm of Mr. Harry Greenwood ceased as from this date. The business will be conducted under the same name and style as formerly by Mr. C. Bernard Brown.

LINSTEAD & DAVIS, Chartered Accountants. Hongkong, 30th Sept., 1926.

FOR 10 DAYS ONLY.

MADAME LA MAR.

Has just arrived with Autumn and Winter display of New York and Parisian models in Afternoon Dresses, Evening Gowns, Coats, Capes, etc. All at Actual cost from \$15.00 upwards.

Also the marvellous "Alladin" beauty preparations for bleaching, rejuvenating, etc.

GLENEALY HOTEL.

Ground Floor.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 9th October, 1926, commencing at 3.15 p.m. The first bell will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Friday, 8th October, 1926.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application, to the Secretary, Badges for the admission of 2 Ladies free of charge.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on **WEDNESDAY**, the 6th October, 1926, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—
Teak Hatstands, Tapestry Covered Couches and Armchairs, Teak Bookcases, Teak Desks, Pictures, Engravings, Silver Cabinet, Revolving Chairs, etc.,
Teak Dining Table, Dining Chairs, Teak Sideboards with bevelled Mirrors, Teak Dinner Wagons, Ice Chest, Dinner Crockery, E. P. Ware Cooking Utensils, etc.,
Teak Bedsteads with Mattresses, Teak Wardrobes with and without Glass, Teak Dressing Tables with Bevelled Mirrors, Teak and Camphorwood Chests of Drawers, Teak Side Table, Camphorwood Trunk, Teak and Marble Top Washstands, etc., etc.

also
A Quantity of Canton Blackwood Ware.

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One Cottage Pianos by "John Broadwood & Sons."

One Oliver Typewriter.
One Shanghai Bath.

Catalogues will be issued.

On View from Tuesday, the 5th October, 1926.
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CONSIGNEE NOTICES.

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Consignees per Company's Steamers, "TROILUS".
From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be left at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd October. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th October, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 22nd October or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

NOTICE.

EASMA.

Owing to the extensive damage caused by the storm on the 27th ultimo at the Bathing Beach, it has been found impracticable to continue the Weekly Launch Trips as from this date.

Hongkong, 1st October, 1926.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong. October 3rd, 1926, 18th Sunday after Trinity. Holy Communion, 8 a.m.; Children's Flower Service, 10 a.m., address by the Lord Bishop; Matins, 11 a.m. Preacher: Rev. G. R. Lindsay. Holy Communion, 12 noon; Evensong, 6 p.m. Preacher: Rev. H. Cooley Moyle.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, at 11.15 a.m., Subject: "Unreality." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

POST OFFICE NOTICE

NOTICE.

Wireless Service between Hongkong and Canton is resumed. Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only. With reference to the Regulation published in the Gazette of the 10th September, concerning the issue of receiving station licences under the Wireless Telegraphy Ordinance, 1926, it has been decided that the present arrangements will be allowed to continue until the 31st of December, 1926, and that receiving station licences will not be insisted upon until 1st January, 1927. Applications for the grant of receiving station licences may be made to the Postmaster General on or after 1st November, 1926, and licences issued between 1st November and 31st December, 1926, will take effect as from 1st January, 1927.

INWARD MAILS.		
From	Per	Date
Straits	Katori Maru	October 3.
Australia and Manila	Ararua	October 4.
Canada, U.S.A., Japan, Shanghai and London via Canada (London, 4th September)	Emp. of Asia	October 6.
Straits	President Jackson	October 6.
Manila	Pros. Wilson	October 6.
Manila	Kitano Maru	October 6.
U.S.A., Canada, Japan and Shanghai	Pros. McKinley	October 6.
U.S.A., Honolulu, Japan and Shanghai	Tenyo Maru	October 10.
Manila	Emp. of Asia	October 11.
Shanghai	President Lincoln	October 14.
Australia and Manila	Mishima Maru	October 15.
Straits	Astuta Maru	October 15.
Japan	Aki Maru	October 19.
U.S.A., Honolulu, Japan and Shanghai	Haruna Maru	October 23.
U.S.A., Honolulu, Japan, and Shanghai	Pros. Monroe	October 25.
U.S.A., Honolulu, Japan, and Shanghai	Kashima Maru	October 25.

OUTWARD MAILS.		
For	Per	Date
Batavia	Tjibene	Sat., Oct. 2, 10 a.m.
Saigon	Produce	Sat., Oct. 2, 4.30 p.m.
Wahaiwei	Kueichow	Sat., Oct. 2, 5 p.m.
Shanghai	Yingchow	Sat., Oct. 2, 5 p.m.
Holhow and Haiphong	Minganz	Sat., Oct. 2, 5 p.m.
Amoy	Kwangchow	Sat., Oct. 2, 5 p.m.
Shanghai and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Troilus	Sat., Oct. 2, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Oct. 3, 9 a.m.
Manila	Ostokork	Sun., Oct. 3, 9 a.m.
Shanghai, Japan and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only)	Katori Maru Mon.	Oct. 4, 10.30 a.m.
Amoy	Szechuen	Mon., Oct. 4, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. and S. America and Europe via San Francisco	Taiyo Maru	Tues., Oct. 5, Registration 9.45 a.m. Letters 10.30 a.m. (Due San Francisco 1st November)
Straits and Calcutta	Laisang	Tues., Oct. 5, Parcels 1.00 p.m. Letters 1.10 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles Calchas Tues., Oct. 5, Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 3rd November).

Manila Emp. of Asia Tues., Oct. 5, 8.30 p.m.
Shanghai Fooching Wed., Oct. 6, 10.30 a.m.
Formosa Hangsang Wed., Oct. 6, 2.30 p.m.
Dangkoek Kiangsu Wed., Oct. 6, 2.30 p.m.
Manila Emp. of Asia Wed., Oct. 6, 5.30 p.m.
Shanghai Sunning Wed., Oct. 6, 5.30 p.m.
Holhow and Haiphong Tsunon Thurs., Oct. 7, 11.30 a.m.
Java via Batavia Tisonari Thurs., Oct. 7, 11.30 a.m.
Shanghai Suiyang Fri., Oct. 8, 5 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles 7th November Kitano Maru Sat., Oct. 9, Registrations 1.45 p.m. Letters 2.30 p.m. (Due Victoria, B.C. 26th October).

Shanghai, Japan, Honolulu, U.S.A., C. and S. America and Europe via Victoria, B.C. and Europe via Siberia (letters and postcards specially superscribed "via Siberia" only) President Wilson Sat., Oct. 9, Registration 9.45 a.m. Letters 10.30 a.m. (Due San Francisco 3rd November).

Sandakan Mausang Tues., Oct. 12, 12.30 p.m.
Shanghai Kupsang Wed., Oct. 13, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. Kupsang Wed., Oct. 13, 5 p.m.

L. Marques and S. Africa Emp. of Asia Thurs., Oct. 14, Registration 9.45 a.m. Letters 10.30 a.m. (Due Vancouver, B.C. 1st November).

Shanghai and Japan Kanagawa Maru Fri., Oct. 15, 1.30 p.m.
Japan Kupsang Fri., Oct. 15, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., C. and S. America and Europe via San Francisco Mishima Sat., Oct. 16, 9.30 a.m.

Shanghai, Japan, Honolulu, U.S.A., C. and S. America and Europe via San Francisco Tenyo Maru Mon., Oct. 18, Registration 9.45 a.m. Letters 10.30 a.m. (Due San Francisco 1st November).

Shanghai and Japan Astuta Maru Tues., Oct. 19, 10.30 a.m. Correspondence bearing vessel's name only.

CHINA AUCTION ROOMS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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THE CHARM OF SLANG.

ON ENTERING A LANGUAGE.

They used to put it to us, in our youth, that every language has a "prime," as a pear has—one golden prime and no more. Greek had a Periclean prime, Latin a Ciceronian or Vergilian prime, English an Elizabethan, or perhaps an Addisonian, prime.

If so, our present fate would be rather a poor one—to be born like unlucky Mayflies in the afternoon, too late to feel what a midday sun can be like. And if all the career of the English language since the time of Queen Anne, or earlier still, has been a falling away; no doubt the best we could do for now would be to delay, as long as we could, each step in its destined decay. If, for example, a new word seeks a home in the language, our line would be to ask, "Has any English classic used it?" And if it had no great name of the past to speak up for it, then we should have to chase it away from the door.

But no one is really bound to think of a great tongue as a pear that must first ripen and then rot. It is just as easy, and perhaps as wise, to think of it as a family or a race—something that may live indefinitely long, and have good times and bad, but can only reach the highest state of health when there is rapid waste and repair of the tissues of its body. The English of Shakespeare's time had used up and discarded much of the English of Chaucer's and it had taken in many words which Chaucer had not heard of. What a vitality the language of the big Victorians gained by their drafts on the newborn terminology of physical science, of German metaphysics, and of French criticism! Like all of us, a language has to eat if it would live, and in all the times of its health the English language has been a hearty, if not a gross feeder. Nothing that it had a mind to has ever stuck long in its throat or failed to become good flesh-forming stuff in its gizzard. Consider the way it has fed on the technical jargons of sport, from hawking to golf, selecting and assimilating every term or figure fit for literary use; or the way it set to, a few years ago, and picked up every crumb of pithy idiom it could find in the vocabulary of war or on the lips of enemies or of allies.

Of all this fine mixed feeding the part that may well give us most joy is incessantly supplied by the racial genius and passion for vivid idiom. There is something in the British types of mind which sets them perpetually trying to piece together new idioms, more to their liking than the old, out of a few of the commonest verbs, prepositions, conjunctions, and pronouns—"be," "do," "make," "run," "put," "in," "up," "down," and especially the all-expressing and allusive "it." "We were hard put to it." "You can do it, sir." "It was neither here nor there"—these and the like, taken down from the creative lips of the least bookish men and women; have long been consecrated as good English. But work goes on still at the forge they were made in. "We did him down." "They all but did us in." "It's time we got down to it." "Up to you to do it." "We're up against it"—these may, as yet, rank as slang, but they have the old virtue in them: you see the old temperament of the race still shying away from the long or abstract word, still going back, if it can, to a few simple elements and getting the effect it wants by recombining them, still clinging, with a true instinct for style, to what is terse and elliptic, and springs in your mind as clear a sensuous image as possible.

The American Forge.

There is not one such forge only. It has been said, with an ineptitude really supreme, that the United States is a place where the English language loses much and has nothing to gain. And American slang is adduced in illustration of this. Why, a great deal of American slang is, in a sense, one of the most English things in the world. Australian slang itself is scarcely stamped more deeply with the mark of the race. A short list of American slang words and phrases makes a banquet for any true lover of English and of the way it was made. "At the end of half a mile Jim was all in." Exactly what that sterling Briton, Mr. Justice Silence, might have said, though there are purists now who would say that Jim was "in a state of exhaustion." "I beat it to the door"—what colour it has, compared with "I retreated precipitately to the door" or "I hastily quitted the

ITALY'S RETURN TO WAR BREAD.

IDEA OF FOOD TICKETS ABANDONED.

Rome, August 18.—Italy's bill is always a strain on her purse, as hitherto she has not been able to grow enough corn for her population which, according to statistics, consumes more grain per head than that of most other countries. To feed the country according to the standard of the past years some twenty million quintals of corn would have to be bought, chiefly from the United States, and the fall of the lira makes this a serious matter.

The chief tactics of Mussolini's "Corn battle" consist in promoting wheat cultivation, but more from the point of view of improving and intensifying than of extending cultivation; and also in protecting home production by raising the duty on imported wheat. Until Italy can produce more she must consume less, and the Government has now made out the national menu. The sale of all fancy bread, of buns, or cakes made on a basis of wheat flour is strictly forbidden, an exception only being made for plain biscuits, which are considered a necessary part of the diet of invalids and children.

Only one type of bread will be allowed, "il pane grigio," or coarse bread, such as is supplied to the Army, in which a large proportion of bran is left with the flour. The prospect is not alluring, but Italian Army bread is wholesome, and, when properly made and baked, is not unappetising. There will be no limitations as to quantity. The idea of food tickets was mooted, but quickly given up as, even during the war, they were not found to be of much practical use in checking waste, while the were exceedingly irritating to the consumer.

As bread is the staple food of Italians the Government has taken a very bold step in enforcing economy in this field.

It is hereby notified that, at the expiration of three months, the On Wo Shipping Company, Limited, the Tai Chai Ying Land Investment Company, Limited, and the Grand Central Trust Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

room. To "get away with it" (bring off a scheme); to "put it over on him" (make a man accept an imposture), to "put it across" (get a thing done in the face of difficulties)—all these are best of good English in every sense except that they have not yet been registered in the studbook kept by the pundits and mandarins.

Not all American slang, of course, is of such charmingly English descent. Its variety shows how many European streams have managed to pour some of their spare waters into the Hudson. For a "bum doodad" such as "weisenheimer" (slang for a shrewd man) no judicious person will give a fat hoot. Nor do we fall for "but-tinsky" (person of inauspicious habits) or "talkfest" (the conversation of old). But we hand it to him who first said he would take no one's dust (let no one keep ahead of him). It must have been a young whale, too, of the first order who coined the word "blurd" for the reappearance of fulsome faces on the "jackets" of new books. "Boob" and "galoot" are good pieces of minting, and grouch is a peach of a word for a fit of ill-humour. A "cheap skate," too, is surprisingly descriptive of a person of mean spirit. But "dolled up fit to kill" (gaily dressed) and "hand the cold-boiled stare" are mere freaks of facetious lengthiness, which is the death of good slang: he who takes to that is only dressing up like a plump horse.

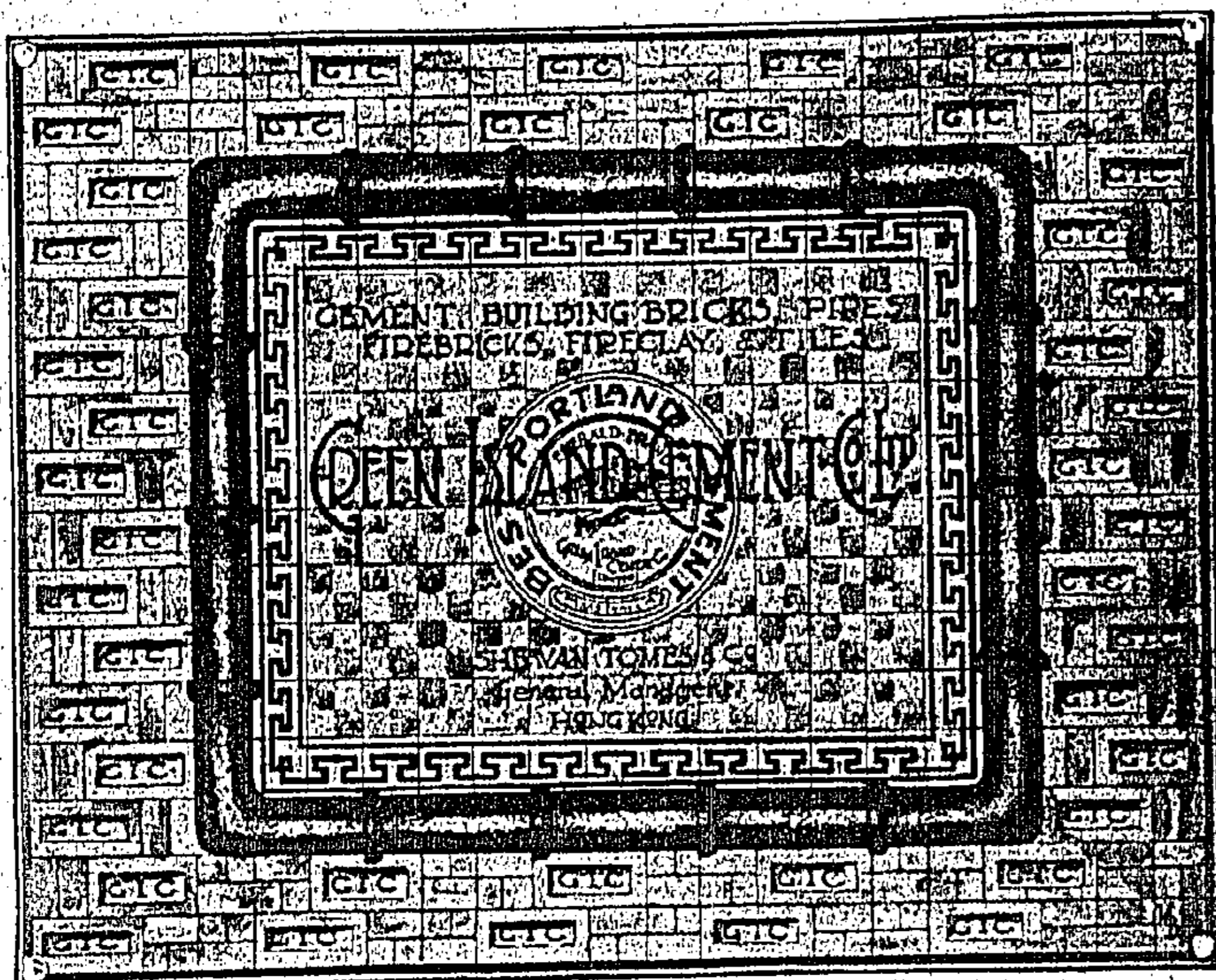
All perfect slang is of a cunning brevity, and it should taste sweet and keen, like a nut. If it does it will make its way yet into the holy of holies where "literary" English dwells in state. For this queenly figure has the natural sagacity of every successful ruling caste. She does not build the wall too high, and she makes good the natural losses of her establishment by opening a postern now and then and letting in the pick of the lusty upstarts of the period. No possible assemblage of academic duennas can put the kibosh upon her when she is thus prudently minded. "Me for it," she will say, and turn the key and take the "blurd" to her bosom. —C. E. M. In Manchester Guardian.



THE INTERNATIONAL CLEANERS SPECIALISE IN CLOTHES—TRANSFORMATION.

Our Speciality is clothes—transformation. Send us your "old" clothes and see how much new life there's still in them. Our quick, efficient cleaning service will please you always.

THE INTERNATIONAL DRY-CLEANING AND DYEING CO.
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" 270. " No. 7 Stewart Terrace.	R. B. L. 9.
" 271. " No. 8 Stewart Terrace.	R. B. L. 9.
" 272. " No. 9 Stewart Terrace.	R. B. L. 9.
" 295. " "Kirkendoe"	R. B. L. 6.
" 369. " "Cragholme"	R. B. L. 1.
" 362. " "Lewknor"	R. B. L. 98.
" 364. " "Bicton"	R. B. L. 127.
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" 369. " "The Ridge"	R. B. L. 1.
" 370. " "Mount Gough"	R. B. L. 1.
" 371. " "Abergeldie"	R. B. L. 1.
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" 455. " "Durisdeer"	R. B. L. 150.
" 507. " "Smith Villas"	R. B. L. 70.
" 511. " "Forebank"	R. B. L. 49.
" 515. " "The Kennels"	R. B. L. 37.
" 518. " "Coombe"	R. B. L. 68.
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" 524. " "Hambleton"	R. B. L. 40.
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China Building—(Facing Queen's Theatre) Telephone C. 269.
ESTABLISHED 1899.

VACCINATION AGAINST TUBERCULOSIS.

A GREAT FRENCH DISCOVERY.

It is just one hundred and fifty years since Jenner's great discovery of the value of vaccination against smallpox, a discovery which has so changed the popular attitude to this disease as to appear somewhat of a romance. It is forgotten that, prior to 1765, smallpox was the most dreaded scourge of Europe for, besides disfiguring the majority of the people and blinding not a few, it accounted for something like one-fourteenth of the total deaths. Now its occurrence is a rarity and many medical men have never seen an unmodified case of smallpox. Its dread potentialities have been so far forgotten that the British Government have permitted and are permitting a considerable proportion of their subjects to evade, under some pretext or another, vaccination and are surely laying the foundation for a reckoning which is sure to come. As vaccination has been of such service to humanity in relation to one disease, the same principle recommends itself in the combat with others. Tuberculosis is the even greater scourge of the present day than smallpox was 150 years ago and, in a lecture given by Professor Calmette of the Pasteur Institute at the Conference on Tuberculosis held in Paris on July 15th to this year, he describes a method of producing and the results of using an anti-tuberculous vaccine. A laboratory method had to be found which would produce a vaccine containing the living tubercle bacillus, but a bacillus so deprived of its toxicity that it could live in association (ensymbiose) with the tissues of its host without producing tuberculous disease and yet afford protection to infection from without.

The Tubercle Difficulty.

The difficulty in dealing with the tubercle bacillus and the reason of its very great powers of resistance and tenacity of life is that it is protected and enveloped in a fatty layer and the first step was to deprive it of this protection.

This was accomplished by treating the bacilli with a five per cent. solution of ox bile and from this the vaccine had received its short cognomen B.C.G. (bacille bilie Calmette Guerin) which also conveys the names of the researchers.

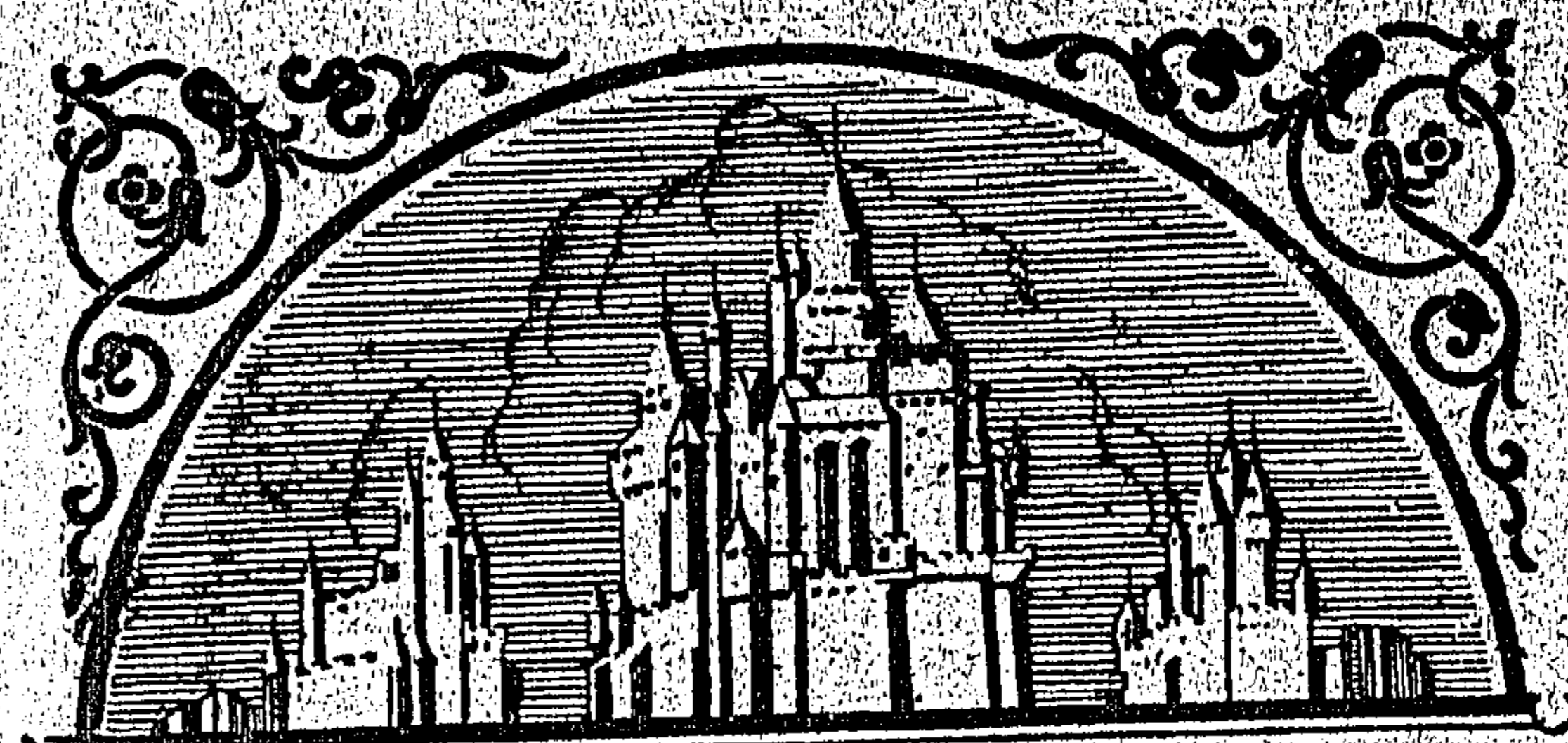
The production of the vaccine had occupied thirteen years and the bacillus has during that time undergone 230 successive culturings and the results of this prolonged and laborious research have been extensively tested out on young animals.

In face of the uniformly favourable results of these tests it seemed no longer right to withhold the benefits of the vaccine from human beings and it was first tried on a number of infants born of tuberculous mothers or into a tuberculous environment.

To establish a figure which would represent the normal mortality among infants born of tuberculous mothers the Institute Pasteur instituted a wide enquiry and they found that in Paris this amounted to 32.5 per cent and in the rest of France 24 per hundred. Between the first of July 1924 and the 30th June 1925 the number of newly-born children which have been vaccinated throughout France is 11,208. Of those 1,885 have been under observation by the Institute for periods varying from six months to two years. Of 1,210 protected from one to two years of whom 291 were born of tuberculous mothers there have been recorded eleven deaths from malades presumably tuberculous while, in a second group of 568 protected for periods between six months and one year and of whom 106 were born of tuberculous mothers, the mortality was even less. Over all the groups the mortality does not rise to even one per cent, a striking contrast to the 32 per cent for Paris and the 24 per cent for the rest of France.

Mode of Administration.

The mode of administration may be either by the mouth or by hypodermic or intravenous injection and the results seem to be equally favourable whatever route is chosen. The dose is six milligrammes which contains about 240 mil-



THREE CASTLES CIGARETTES



THEY OWE THEIR
REPUTATION AND
PRESTIGE TO UN-
RIVALLED QUALITY
AND ALL ROUND
EXCELLENCE.

ALSO PACKED
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20'S AND 50'S

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ARTS & CRAFTS SHANGHAI.

CABLE ADDRESS

"STUDIO"

Codes:

A.B.C. 5th Edition.

Bentley's

lions of bacilli, given on the third day after birth and repeated on the fifth and seventh days.

A very extensive distribution of the vaccine is being made and tests are in progress in many countries; the results of which will be awaited with interest, but whether it

will prove the bulwark against tuberculosis which Jennerian vaccination has proved itself to be against smallpox, is almost more than can be hoped for.

The duration of the protection afforded is estimated to be in the vicinity of three years but there

is no reason why it may not be reinforced by a new vaccination every few years.

All that the modesty of Professor Calmette will permit him to acknowledge is that it protects for three years and is perfectly harmless even to the feeblest infant.



THE TRUTH ABOUT PURE BEER

Beer is a beverage rich in vitamins so necessary to the well being of the human organism and as a defence against disease. It is aseptic, for the wort has been completely sterilized by prolonged boiling in the presence of the hop bitters, which are strongly antiseptic.

CASCADE

is Pure Beer!

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE

The Tonic You Need "Bynin" Amara

It quickly braces up the system when undone or suffering from the after effect of illness. "Bynin" Amara stimulates digestion and enables those who suffer from loss of appetite to enjoy their meals thoroughly and to derive full benefit from them. It is invaluable in all cases of weakness, nervousness, lassitude, debility, etc. Exhaustion from heat is quickly overcome by taking "Bynin" Amara.



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Chemists and
Dispensaries

**Allen & Hanburys
Ltd.,**
(Incorporated in England)
40 CANTON ROAD
SHANGHAI

Free sample available upon request

"RICKSHAW" BRAND CEYLON TEA

Cheapest and Best
From all leading Comproducers.
PRICE 80 CENTS PER LB.

Be Guided by the Quality—Not the Price.

THE WRONG WAY IN RUSSIA

DEBT RECOGNITION ESSENTIAL

Further evidence of the futility of attempting to solve in a piecemeal manner any phase of the Russian financial and economic problem is shown by the *Manchester Guardian*, afforded in the recent report of the League of Nations on a scheme to settle in Soviet Armenia the 20,000 Armenian refugees now in Greece and Constantinople. The Commission has concluded that the scheme as now elaborated for the irrigation and settlement of Armenians on about 100,000 acres in the neighbourhood of Erivan is technically sound. It would be commercially possible in the sense that, if sufficient securities could be made available to obtain a loan to carry out the irrigation work and settle the refugees, the returns from the land should be sufficient to meet the debt service and amortisation of capital. The report continues: "Unhappily the Commission is not in a position to make positive recommendations as to the methods of financing the scheme."

The Government of the Soviet Union is prepared to issue a loan for the purpose of the proposed refugee settlement and to guarantee its amortisation and the payment of interest by the State Bank of the Union. The service of the loan would be borne on the State Budget of the Armenian Republic, and consequently on the State Budget of the Union of Soviet Republics. Incidentally, it should be mentioned that in 1924-25 the Armenian Soviet Budget showed an expenditure of 2,680,000 roubles and receipts 1,019,000 roubles, or a deficit of 1,661,000 roubles. The Commission therefore decided that "the guarantee of the State Bank does not seem likely to be sufficient in itself to obtain the necessary loan (about \$1,500,000). As in the case of all such loans, any capitalist who might be disposed to come forward would expect adequate securities for the payment of the annual interest and the amortisation of the capital. This difficulty is, of course, further complicated by the fact that the land to be developed under the proposed scheme cannot serve as a real security for the lenders, as the Soviet legislation prohibits the appropriation of land by individuals."

The transfer of some 20,000 Armenians from a difficult existence in Greece to a possibly equally difficult situation in Soviet Armenia may not impress itself as a subject worthy of serious consideration, and the Commission itself falls back on the probability that much could yet be done to assist their less fortunate brethren by the wealthy Armenians to be found in the principal centres of trade and finance throughout the world. The Commission, however, contains well-known names—M. Jules Pams, French Senator and ex-Minister; Herr Bergmann, former Under Secretary at the German Finance Ministry; Signor Rossini, Councillor of State and former Secretary General to the Italian Treasury; Sir Murdoch Macdonald, late Under Secretary of State for Public Works in Egypt; and Dr. Fridtjof Nansen.

The disconcerting feature is that the League should not have seen that the solution of the Russian problem cannot be attempted by a back door approach and that the labours of a Commission of such importance should more profitably have been utilised towards a statesmanlike solution of the larger problem. The labours of the Commission on the Armenian problem have failed for the obvious reason that confidence in Russia has not been restored and that it is only by a general international understanding with the Soviet Government that any progress can be made on particular questions.

If any real advance is to be made within the next ten years in the relations with Russia, the first need is for an agreement providing for economic reconstruction, under expert financial and economic supervision, after Russia's clear recognition of public and private debt and debt principles and exaction. The Soviet Government, for with it the initiative must lie in this matter, would do well seriously to consider the importance of an early exchange of views with this particular Commission of the League, which is well constituted for such a task, on the larger and vital question of the responsibilities which must be accepted before international assistance towards recovery can be given.



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BIG EVENT!**

GREAT REDUCTION SALE

NOW IN FULL SWING.

UNPRECEDENTED BARGAINS. SENSATIONAL PRICES

The whole of our stock has been substantially marked down and it affords a really genuine opportunity to keen bargain lovers, of saving money.

TAKE ADVANTAGE OF OUR TIP & COME EARLY TO GET THE PICK OF OUR STOCK.



Men everywhere have learned that
"Chesterfield quality" means the
same untiring good taste, always

Chesterfield



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Only French Restaurant in Hongkong where the cooking is done by a French Cook Chef.

TIFFIN - - - - - \$1.00

DINNER - - - - - \$1.25

For the best food and wine, where shall we go?

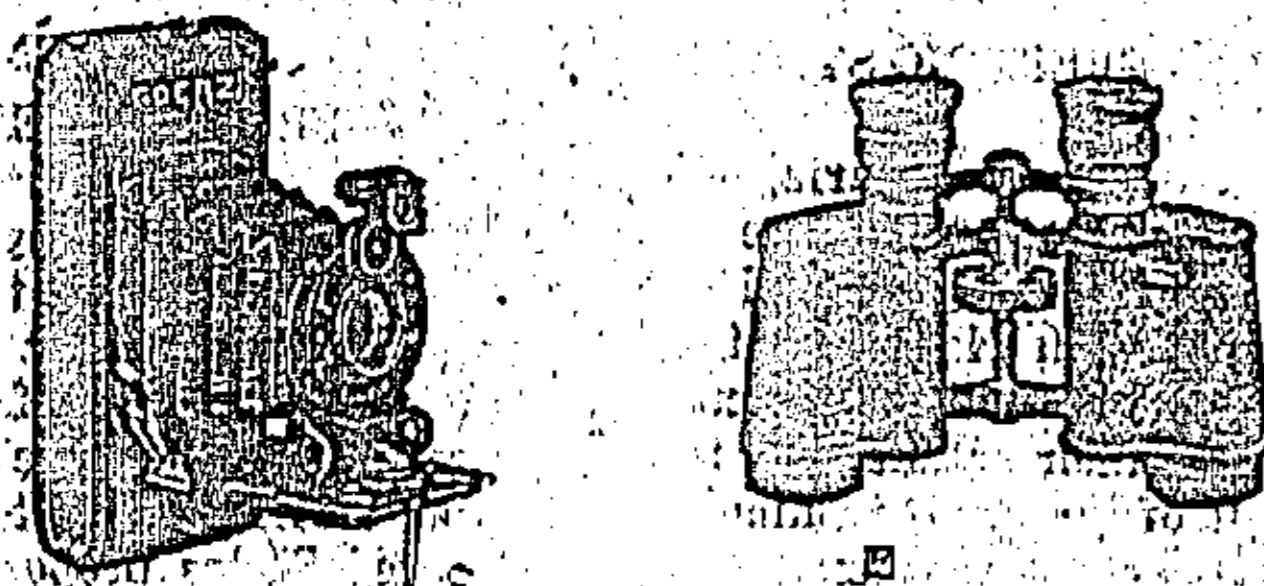
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COME AND INSPECT

The best cameras and binoculars in the WORLD.

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Specialists For Tourists' Developing and Printing.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VOEUX ROAD, C.

PICTURES BY WIRELESS.

Television, the art of transmitting moving scenes or objects by electrical means, is to be broadcast from private stations in London and Harrow-on-the-Hill, about nine miles, says the *Morning Post* of August 10. The pictures, of course, will only be visible to possessors of the special apparatus necessary.

Ordinary listeners who tune in to 200 metres with the usual receiving set will hear a peculiar noise, not unlike the hum of an aeroplane. This hum is due to the transmission of living pictures, and the hum alters in pitch in accordance with the light values reflected.

The first great episode of this discovery was the perfection of a vital part of the mechanism, which, because of its inefficiency, had delayed the progress of television for many years.

Mr. John Baird, who is responsible for this and other improvements connected with this latest wonder of science, recently obtained permission from the Postmaster-General to erect two broadcasting stations, and started to work in earnest. He has already completed one station, installed in his new premises in Upper St. Martin's Lane, having a power of 200 watts (the power of a B.B.C. relay station), and a second is being contemplated in a large house recently acquired at Harrow-on-the-Hill. The call sign of the London station is 2TV, while Harrow when completed will be 2TW.

Almost nightly, pictures are being sent from London to Harrow, generally of the faces of the operators, for testing purposes, and the time is not far distant when broadcasting of television should become as popular as broadcasting at the present time.

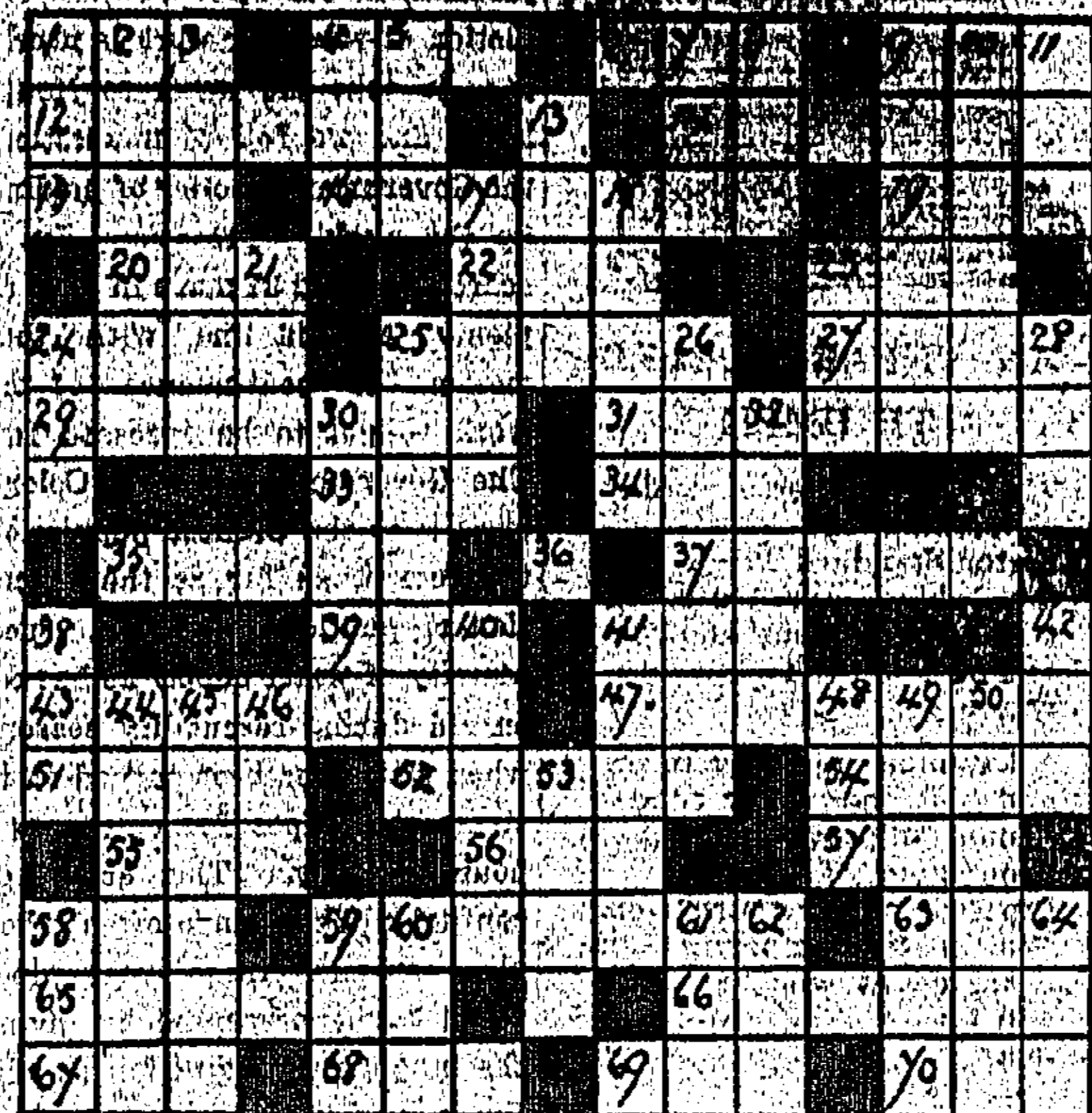
Rapid Progress.

Apart from proving the possibility of transmitting moving pictures by wireless, the last six months have seen vast improvements in other parts of the apparatus. The object transmitted is now more clear, and the tendency to flicker has largely disappeared. Another very important improvement has been made which affects the lighting arrangements. Until recently, it was necessary to play a very strong light on the object to be transmitted in order to obtain a satisfactory result. These strong lights did not conduce to the comfort of the people whose portraits were being transmitted, and it has now been found possible to use a number of lamps glowing feebly.

Great hopes of early success were entertained by Mr. Baird at an interview with a *Morning Post* representative. "Things" have moved fairly fast," he said, "since the inception of Television Ltd., and there seem to be distinct possibilities of a three-colour transmission in the near future" since I have already secured definite results in this direction. The removal of the bright lights was a certain step towards perfection, and there is now no reason why out-of-door scenes should not be transmitted, because the sun's rays are far more suitable for my purposes."

The general theory of television is the projection of an image of the object to be transmitted in a piecemeal fashion upon a light-sensitive appliance. Or, more simply, the image is divided into a large number of small areas, and each area as it falls on the light-sensitive current which is proportional in strength to the light value of the area.

OUR CROSSWORD PUZZLE



Across.

1. Skill.
2. Gained.
3. Feloniously plunder.
4. Opening of land.
5. Gave courage.
6. Conduct oneself with propriety.
7. Length of existence.
8. Granted by will.
9. Fix.
10. Manlike animal.
11. European adder.
12. Ban.
13. Unhesitating dash.
14. Look of contempt.
15. As well.
16. Bowling.
17. Charged with carbonic acid gas.
18. Born.
19. Part of a fish.
20. Leaves of Cassia.
21. Flowering plant.
22. Add to.
23. Erecious stone.
24. Decried earnestly.
25. Replies.
26. Male pig.
27. Gets up.
28. Belonging to one.
29. Prevaricate.
30. Mountain pass.
31. Knave of clubs.
32. Make brown.
33. Comply with.
34. Middle.
35. Pertaining to vinegar.
36. Cavity.
37. Primary colour.
38. Number.
39. Non-poisonous snake.
40. The lion.

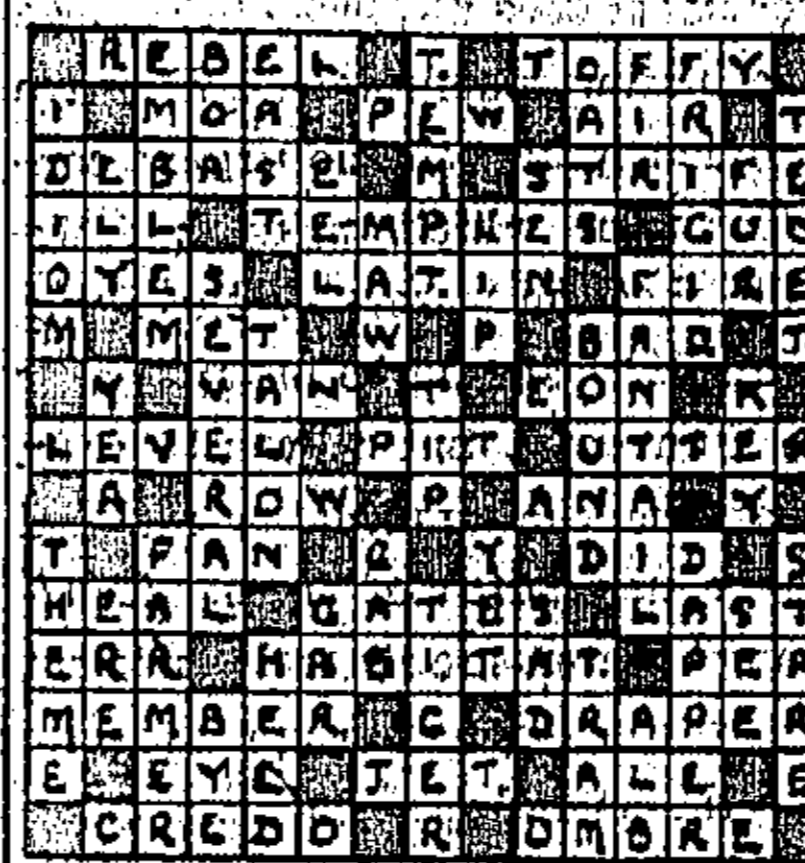
Down.

1. The sayings of notable men.
2. Feast.
3. Emancipate.
4. Marry.
5. Short poem.
6. Order of the British Empire.
7. Couch.
8. Dark volcanic rock.
9. Unwilling.

11. Sull.

12. Ascent.
13. Skin disease in animals.
14. Weapon.
15. Conclusion.
16. Cry of a sheep.
17. Reflux of the tide.
18. One who sneaks.
19. Opens again.
20. Uneven.
21. Interior.
22. Packages of paper.
23. Single.
24. Conveyance.
25. Order proclaimed by authority.
26. Scottish colts.
27. Donkey.
28. Comfort.
29. Gravel.
30. Anger.
31. Thrash. (Slang)
32. Shiny paint.
33. Surrender.
34. Upper layer of earth.
35. Obtained from fir.
36. Rest in a chair.
37. 60.
38. From.
39. Yes.
40. Medal of distinction.

Yesterday's Puzzle.



CORHAM HOME.

ARRIVES SAFELY AT WESTMINSTER.

London, Oct. 1.

Alan Corham arrived at Westminster at 2.15 this afternoon on his return flight from Australia. *Reuter.*

A Visual Microphone.

These electric currents are made to operate a wireless transmitting station in the same way as the microphone, actuated by the voice, operates a B.B.C. station. The light-sensitive appliance is in fact a "visual microphone." At the receiving station these currents control a source of light which traverses a screen in exact synchronism with the piecemeal projection of the image at the transmitting station. The light is dim at the dim parts of the picture and bright at the bright parts. The whole process is gone through so rapidly that the eye sees but one image.

SOVIET AMBASSADOR TO CHINA.

TEMPORARY APPOINTMENT ANNOUNCED.

Moscow, Oct. 1.

Chernich, the Soviet plenipotentiary representative in Latvia, has been appointed temporary substitute for Karakhan, the Soviet Ambassador to China, and has left for Peking to take up his duties. *Reuter.*

Herr Lobe, the President of the German Reichstag, attended the German Constitutional Law celebration in Amsterdam as the guest of the local branch of the German Black Red Gold Flag Association.

Captain G. W. F. Browne, of Cheltenham, who commanded several P. and O. ships, and retired in 1903, left the residue of his estate amounting to upwards of £9,000, to the Royal National Lifeboat Institution.

FOR RELIABLE QUALITY AND SURE SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerware, ivoryware, bric-a-brac, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

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TELEPHONE 2559

For your floor—furniture—and every domestic article requiring a stained and varnished finish

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Oil Varnish Stains

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Can be applied by anyone.

Always reliable, never sticky.

Non-poisonous and Durable.

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HONGKONG

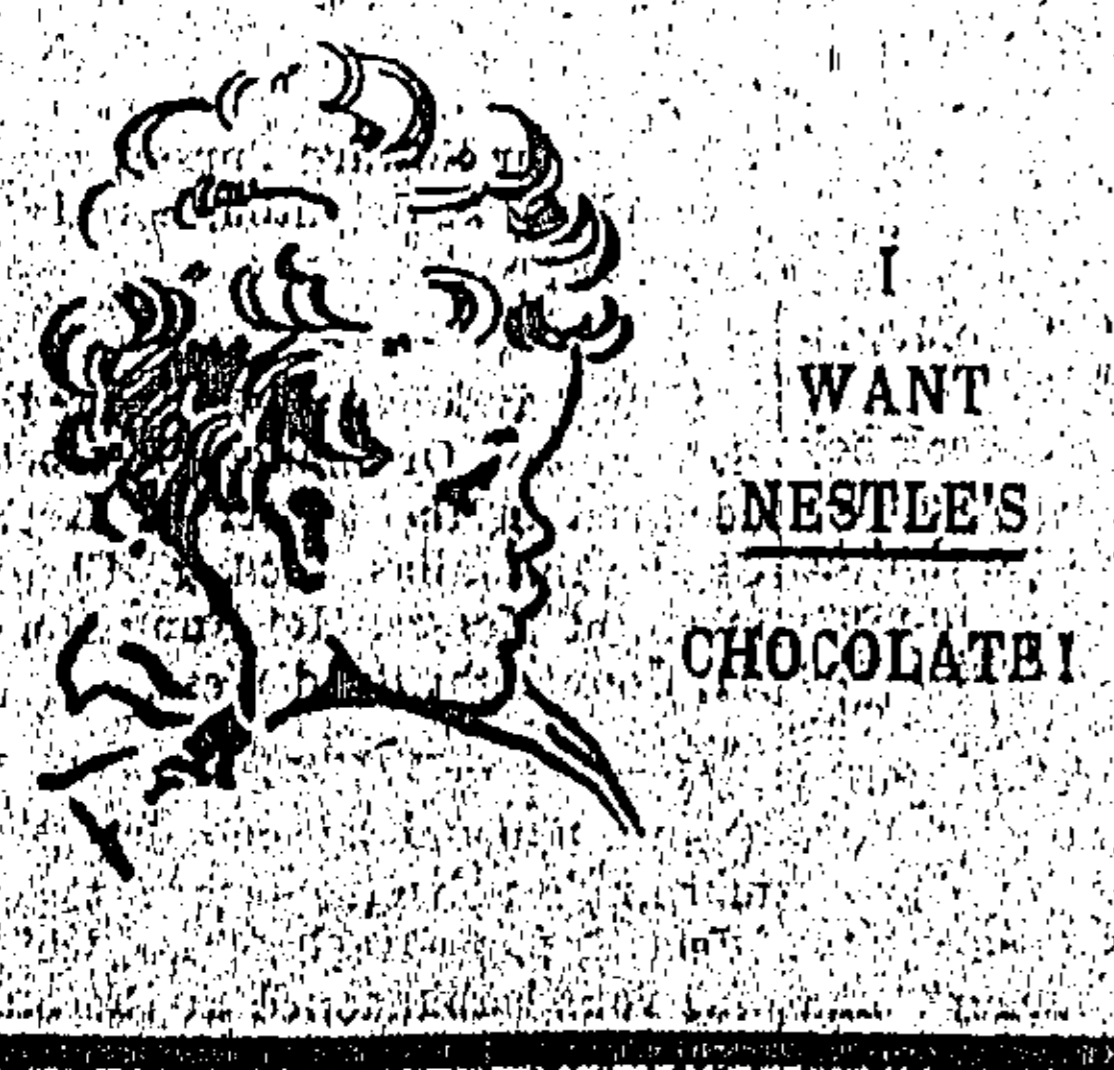
HONGKONG



JEAN VALJEAN
"Truly a Cigar"

ABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

RECKLES AND HIS FRIENDS



Oscar Knows Different

By Blanes

WATSON'S Celebrated DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the **IMMENSE POPULARITY** it deserves.

It has been repeatedly declared by travellers, tourists and others, that **WATSON'S DRY GINGER ALE** is **UNEQUALLED** by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A DELICIOUS TABLE WATER

Healthful and refreshing. Surpassing in quality the celebrated European Spa Waters. Blends excellently with Wines and Spirits, especially WHISKY.

In Quarts, Pints and Splitts.

FORMAZONE—

THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.
ESTABLISHED 1841.

COME AND HEAR

THE NEW

Victor

Portable

Gramophone

Special new Sound Box. Better tone and more volume than any other portable machine on sale

Weights only 13 pounds and 3 ounces. Capacity for carrying six Records

Price \$65.00

less 10% discount for cash

S. MOUTRIE & CO., LTD.

VICTOR DISTRIBUTORS

GARDEN TOOLS IN BEST SHEFFIELD STEEL



Hand Forks - - \$1.00

Hand Trowels \$1. & \$1.25

Digging Forks - - \$4.50

Garden Spades - - \$5.00

Ladies Digging Forks \$4.50

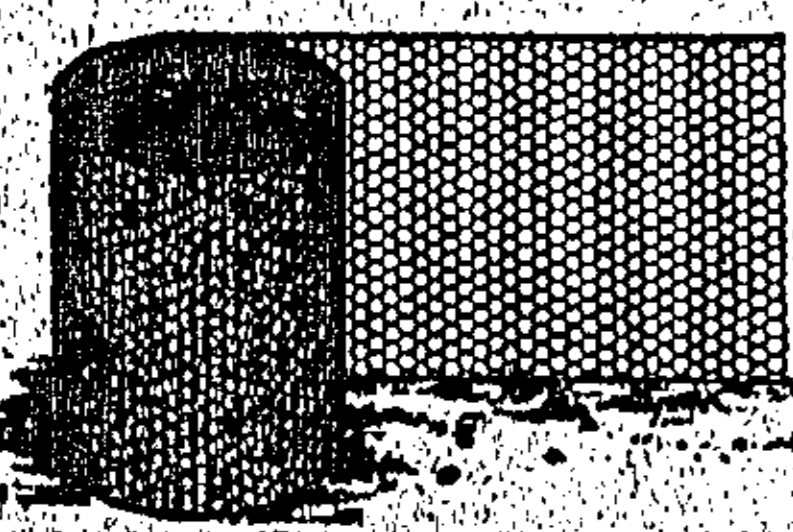
Ladies Spades - - \$4.00

Grass Shears - - \$5.00

Secateurs - - \$2.50

Seythe Blades - - \$6.00

Seythe Stones - - \$1.50



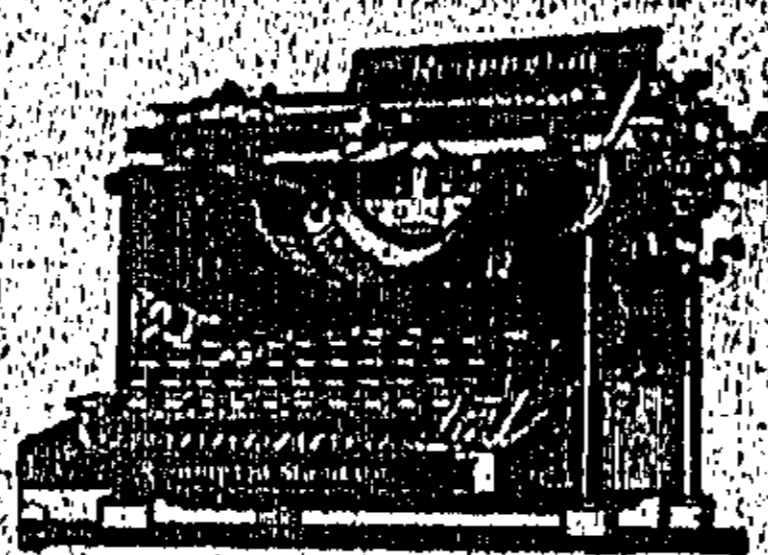
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Wire netting.

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Application.

LANE, CRAWFORD, LTD.



AN UNPARALLELED TRIUMPH

This is the universal verdict concerning the New Remington Standard 12—a verdict which is reflected in the choice of business offices and business schools everywhere.

Examine this new model and see the many fundamental improvements that Remington has made in typewriter construction. We invite comparison on every count whether ease and speed of operation or quality of work.

Mustard & Co., Ltd.

Incorporated under Companies Ordinances HONGKONG.

16-17, Connaught Road, C.

The Telegraph

SATURDAY, OCTOBER 2, 1926.

OUR WATER SUPPLY.

Although it was announced at Thursday's meeting of the Legislative Council that the laying of a pipe line across the harbour in connection with the Shing Mun Valley waterworks scheme is at present in abeyance, it is most sincerely to be hoped that the Government does not intend to shelve the matter indefinitely. We have previously argued the urgent considerations which make it desirable that the waters of the Shing Mun River should be brought over to Hongkong, but it would seem that the Government is inclined to be unkindly of them. Hongkong's water supply is insufficient at present—the storage capacity on the island proves inadequate in the dry season of the year. We have been extraordinarily fortunate during the past three years insofar as they have all brought an over-average rainfall. We have had nearly 100 inches of rain this year already and yet have three more months to go. The reservoirs are all full and it would seem that we have an excess of water. But the long dry winter will assuredly find us short of water in the spring, with the native districts of the City on restricted rider main services. It was to obviate that discomfort and to supply the water necessary to give everybody in the Colony a full water supply all the year round that the Government, under Sir Edward Stubbs, committed itself to the big Shing Mun Valley scheme. And thousands of dollars have already been spent on the first gravitation portion of that scheme. Miles of conduit and two very long tunnels have been made, and the waters of the Shing Mun River are now tapped to bring them to the special reservoir which has been constructed at Shekkipul, above Lajchikok. On Thursday, the Council voted a very large sum of money to pay for a 24-inch pipe to be laid from this reservoir to Kowloon Point, and one presumes that the work of laying it will eventually be put in hand. But says the Government, the water is not to be taken across the harbour just yet, although it is noticeable that no reasons for this decision were given.

It was to augment the supply to the City that the Shing Mun scheme was undertaken; not to augment the Kowloon supply, which is ample enough at the moment. The amount of money

which has already been spent justifies, in our opinion, the completion of whatever work is necessary to take the water to Hongkong, and we fail to understand the Government's policy of holding up the work. Provision for a scarcity should be made in days of plenty, and, in line with that maxim, the continuance of the work ought to be pressed for. The Government of this Colony owes it to the Chinese population to prevent, as far as the extension of public works can, such scarcity of water supply as has occurred during recent dry seasons when water has been turned on to street standpipes for only a few hours per day. The scenes of confusion which have often taken place around these standpipes ought to be prevented by giving the inhabitants a full tap supply. We realise that the problem is a big one, but we earnestly recommend the authorities to tackle it in a bold way. Our public funds are not yet so low that we need postpone such urgently desirable work as the provision of a full public water supply.

School Sport.

An interesting point was raised by a correspondent yesterday in regard to the encouragement of organised games and sports in local schools. Incidentally, it was pleasing to read the tribute paid to the excellent educational facilities now being provided by the Central British School at Kowloon, where a really high standard of tuition is available to British children. The time has come, however, in our opinion, to get such a fine school much better housed than it is at present. But that is by the way. On the question of school sport, it is undoubtedly the case that this Colony compares unfavourably with the schools at home, not that there is not ample variety of sport here, but, so far as the schools are concerned, it is not as well organised as it might be. And that is just our correspondent's point. While we believe that too much can be made of sport, to the detriment of learning, there can, at this time of day, be no questioning the beneficial results of school games. We are informed that something is being done to provide some of the schools with playing fields, but, as our correspondent points out, the great need would seem to be the placing of games under the control of sports masters. It is suggested that whilst many junior masters would like nothing better than to take up such work, their pay is such that they have to put it to more remunerative purposes outside of school hours. If that is the case, then it is a matter which needs being thoroughly looked into. On the general question of school sport, the Government should most certainly set about providing all the facilities that it can, for anything that will conduce to the physical, as well as the mental, well-being of schoolboys is to be welcomed.

TYPHOON VICTIMS.

THE "KAUSING'S" CRUISE.

In the hope of picking up survivors from wrecked junks, the Government rescue tug Kausing left Hongkong yesterday on an extensive cruise of about 150 miles radius in a westerly direction. This trip is being made in view of reports by incoming steamers that much wreckage has been sighted floating, and it is possible that some distressed fisherfolk may still not have reached land, or that others may have been washed ashore on islands and at present need aid. Lantau and St. John's Island will first be visited.

The Harbour Master has issued the following notification:—"Shipping is hereby warned that many derelict junks damaged by the typhoon of 27th September, may be encountered within a two hundred mile radius of Hongkong. Ships leaving or approaching Hongkong should proceed with caution."

DAY BY DAY.

TO REJOICE IN ANOTHER'S PROSPERITY IS TO GIVE CONTENT TO YOUR OWN LOT.—T. Edwards.

To-morrow is the Anniversary of the birthday of Confucius (Shang-tau-chieh).

The annual Licensing Sessions for hotel and restaurant keepers are to be held in the Council Chamber at noon on November 6th.

The health return for yesterday shows one Indian case of typhoid fever and one Chinese case of cerebro-spinal fever.

The V. R. C. Night Fete arranged for this evening has been postponed, owing to the inclement weather.

A minor casualty of the typhoon was the destruction of the masted at the Easna bathing beach on Stonecutters.

Mr. G. Bolsius has been appointed Vice-Consul attached to the Consulate General for Belgium in Hongkong.

His Excellency the Governor has appointed Mr. John Watson to act as Secretary to the Sanitary Board, during the absence on leave of Mr. N. L. Smith.

For the quarter ended September 30th, 139 samples were analysed under the Sale of Food and Drugs Ordinance. All were genuine, excepting three samples of mustard, two of vinegar and two of tincture of iodine.

His Excellency the Governor has been pleased to appoint Mr. R. A. D. Forrest to act as Head of the Sanitary Department, and Registrar of Births and Deaths, during the absence on leave of Mr. N. L. Smith.

Tenders are being invited for the construction of a 60-foot width of roadway for a length of about 300 feet on the east side of Inland Lot No. 2416, North Point, including drainage and any other necessary work which may arise in connection therewith.

When the steamer Kwang Tung arrived at Singapore from Amoy on Sept. 22nd officers of the Preventive Service went on board to search the vessel and discovered 9,200 taels of illicit opium concealed in the coal bunkers. The opium is valued at about \$80,000.

The forthcoming wedding is announced of Mr. Bernard Crowley, assistant at Messrs. Butterfield & Swire, residing at 1, Wootton, Quarry Bay, to Miss Joyce Augusta Crowley, of Cambria House, Staines, England; and Mr. Carlos Antonio Remedios, of 87, Granville Road, Kowloon, to Miss Eulalia Christina Sousa of 534 Nathan Road, Kowloon.

The health bulletin of Eastern Ports, published by the League of Nations, for the week ended Sept. 13, shows the following cases of infectious diseases: Plague, at Rangoon, six cases; Cholera, at Calcutta seven cases; Madras three cases, Bangkok three cases, Amoy 42 cases and Shanghai 31 cases; Small pox, at Calcutta three cases, Madras four cases, Colombo three cases, Bangkok seven cases and Negapatam two cases.

The Dockyard Young Men's Club held a social and dance in the Chaplain's Room of the Royal Naval Yard, on Wednesday evening. There were some 80 members of the club and their friends present and an extremely pleasant evening was spent. A lengthy and varied programme was rendered, the chief honours going to the band, composed of Mrs. Jacobson (Piano), Mr. Jacobson (Violin), Mr. J. Grenham (Guitar and Jazz) and Mr. Moseley (Banjo).

The death has taken place suddenly at his residence in Ipoh of Mr. R. F. Barker, formerly local manager of Messrs. McAlister and Company. He recently resumed work as a consulting mining engineer, being a director of Nal Hut and other companies. The deceased recently visited Ipoh and was contemplating going home to Australia shortly, with his wife and daughter had preceded him. Mr. Barker was at the Ipoh Club last week and went home to don fancy dress for a charity ball. He suddenly collapsed in his bedroom from heart failure. This is the third sudden European death in Perak within a week.

THEN AND NOW

The Passing of the Independent Merchant.

One direct result of the general and world-wide tendency to amalgamate numbers of small commercial enterprises of similar interests, is an almost complete disappearance of that independent public spirit so much needed in any community. A wealth of criticism pours forth from all and sundry, in club bar, and through the offices. There it ends, for the very good reason that not one in every hundred of these men is free to express an unqualified opinion on public matters. Illustrating this, the controlling director of a large and wealthy company, visiting the East, is said to have enquired of a fellow passenger—"Do you happen to know my man Jones?" This same Mr. Jones, being one of the biggest "noises" in Hongkong public life!

The taipan in China is often a rich man, a capable energetic man, but as long as he remains an agent, placed at the head of his office by a board of directors, that sits in Europe or America, so long must he conform to opinion, and a standard of expressing same set by them.

Fifty years ago, when the cable was undreamed of, the Governor took action first, and reported afterwards, receiving any comment necessary three months later. The merchant, bought and sold, closed his mails, and went shooting.

To-day the merchant comes East to make an ambitious income, in as short a time as possible. His salary is stated, and usually augmented by commissions, and a bonus in money, or shares. His comfortable quarters, the climate and associations all combine to make him carry on in old Custom, without a thought to his own political significance. To-day he is asked to shake his mind loose from these trappings, and send far-seeing advice not only to his own directors, but to a body politic, sitting in Parliamentary conclave.

In Hongkong what can he say? If he has foresight, he can only argue along lines of caution which would so tie the hands of his directors as to materially decrease his prospects of commission and bonus. Providing his business doesn't become too heavily involved, and thereby kill the golden goose, it suits any agent to curb his prognostication of evil days to come, and to follow a more risky course as regards future commitments. He knows well that if a ten-million dollar loan brought about a boycott settlement to-morrow, with a trade boom, that there could be no security, or stability, in such a position, and that this forward commitments should be

treated with as much caution as previously. So between this deep sea of caution, and devil of speculation, his only safety lies in following a course of masterly inactivity, and in leaving all questions general policy, to some mystical genius better able to cope with them.

Twenty years ago there were numbers of small composite firms in Shamen and Hongkong, and a taipan of any one of these firms had a clear view of policy, both local and general, quite unaffected by outside influence. In Shamen there were many fierce bouts in the Council Chamber, but every member was sincere in his outlook, and undeniably worked wholeheartedly for the community. He was a free man, and had his say, meeting his opposition in capable fashion. Slowly these have disappeared, turning their firms into limited liability companies, or selling their connections to bigger Hongs. Such a man spoke his mind on subjects of sanitation and public health. The business of an agent is to run his office well, on recognised lines, and not bother his head, or the heads of his directors, over public questions. Personal caution has been the key to individual success, but this Colony, and all others, was built up by men of spirit, whose initiative was not sacrificed to the Dragon that sits at Home.

The Grand Old Man of Hongkong has gone. During his life he was neither socially, politically, nor financially an agent, and that freedom brought him much besides wealth. Such is the type that builds Colonies, and keeps them prosperous. Slowly and surely, the wealth accumulates through two or three generations, and there comes a day when the heir eagerly realises his assets, and a limited company replaces the old fearless control. To-day it is difficult to find half a dozen in this Colony and Shamen together. From the top of the Peak to the outskirts of Kowloon, the taipans are mostly agents, without freedom of speech; agents who must conform, or be replaced, whether reporting to Governments, War Departments, or more difficult still, to those long retired partners, who sit in the Thatched House Club talking of past glories.

We are in China, where everything is said to be in inverse ratio. It is certain that a local prophet may have honour in his own country, but his words are simply the babblings of "my man Jones" by the time they get to London; and public opinion at Home is so much the worse off for that!

"TISTHENES."

BANQUE INDUSTRIELLE.

AN INTERESTING STATEMENT.

Paris, Oct. 1. An interesting passage appears in the report presented at the Banque Industrielle de Chine meeting, in which the Directors expressed their satisfaction that the credit of the Franco-Chinese Bank had been strengthened and its activities in the Far East increased, following "the satisfactory settlement with Far East creditors."

The Chairman explained, however, that there could be no question of transforming the *de facto* substitution into a *de jure* one, and, replying to a shareholder, he added that the question of exchanging Banque Industrielle de Chine shares for Franco-Chinese Bank shares could not be contemplated for some time.—*Reuter*.

RECENT BURGLARY.

THREE ARRESTS MADE.

In connection with the recent burglary at a pawnshop near the Central Market, the police have arrested three Chinese, who are to be charged before the Magistrate on Monday.

One of the men is a cook-boy employed at the pawnshop and the case alleged against him is that he supplied or enabled key impressions to be made with which the burglary was carried out. The other two prisoners are alleged to belong to a clever gang of burglars.

Part of the stolen property, which consisted of money and jewellery to the value of \$10,000, has been recovered.

U. S. AND WORLD COURT.

PRESIDENT'S PRONOUNCEMENT.

Washington, Oct. 1. It is announced that President Coolidge is ignorant of any movement in America for the withdrawal of the United States from the World Court to which the United States proposes to adhere.—*Reuter's American Service*.

LEVEL CROSSING SMASH.

TWELVE PEOPLE KILLED.

New York, Oct. 1. A message from Dixon, California, says that twelve out of thirteen passengers in a motor bus were killed when it was struck by the Overland Limited, the "crack" train of the Southern Pacific Railroad.—*Reuter's American Service*.

Inspector Edward Purser, a railway official at Brighton, is retiring after 51 years' service.

A first dividend of \$8 under the Bankruptcy Ordinance, has been declared in the matter of Leung Cho-kwan, alias Leung Chau-kwan, of Messrs. Ho Tung Hong, 71, Connaught Road West.

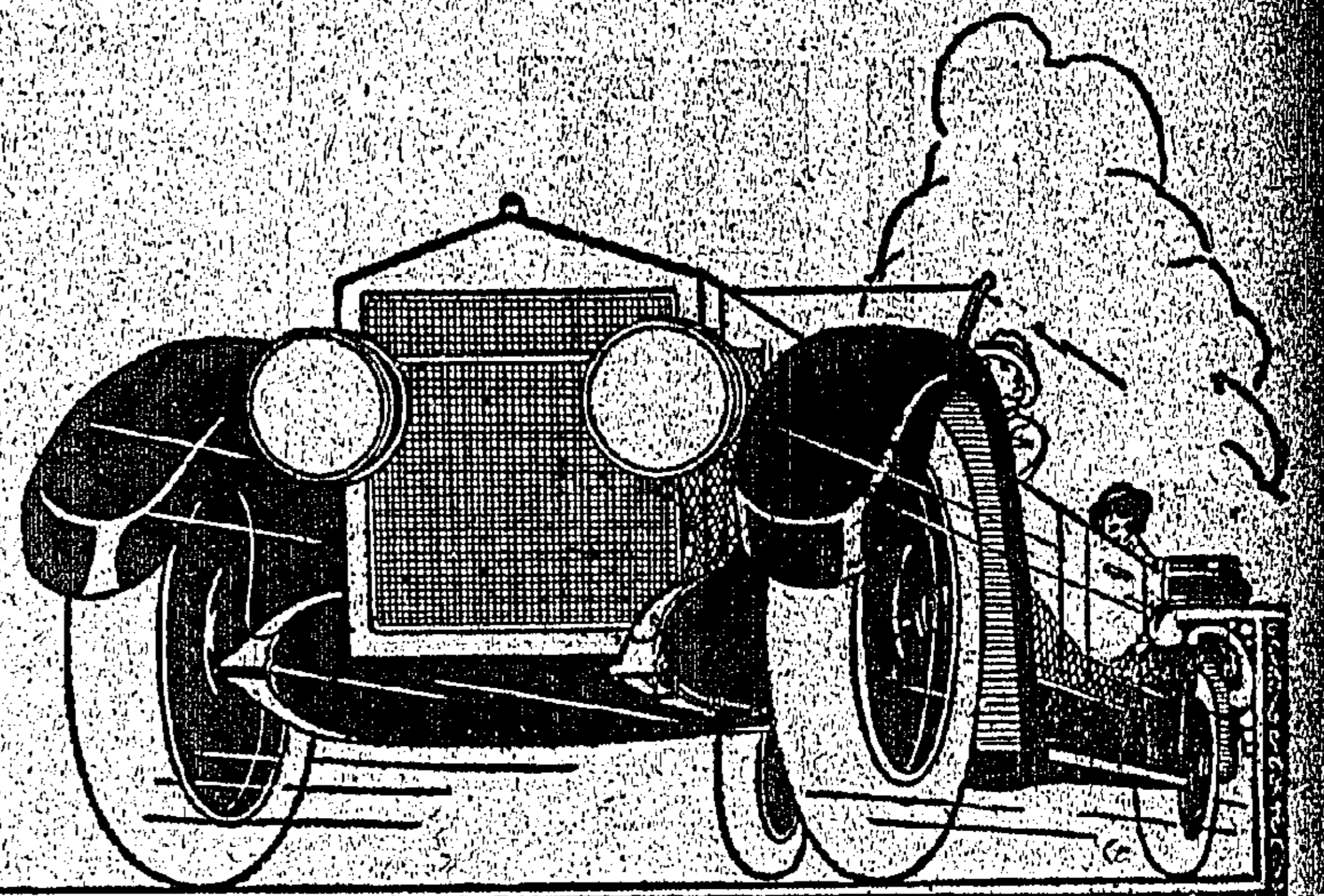
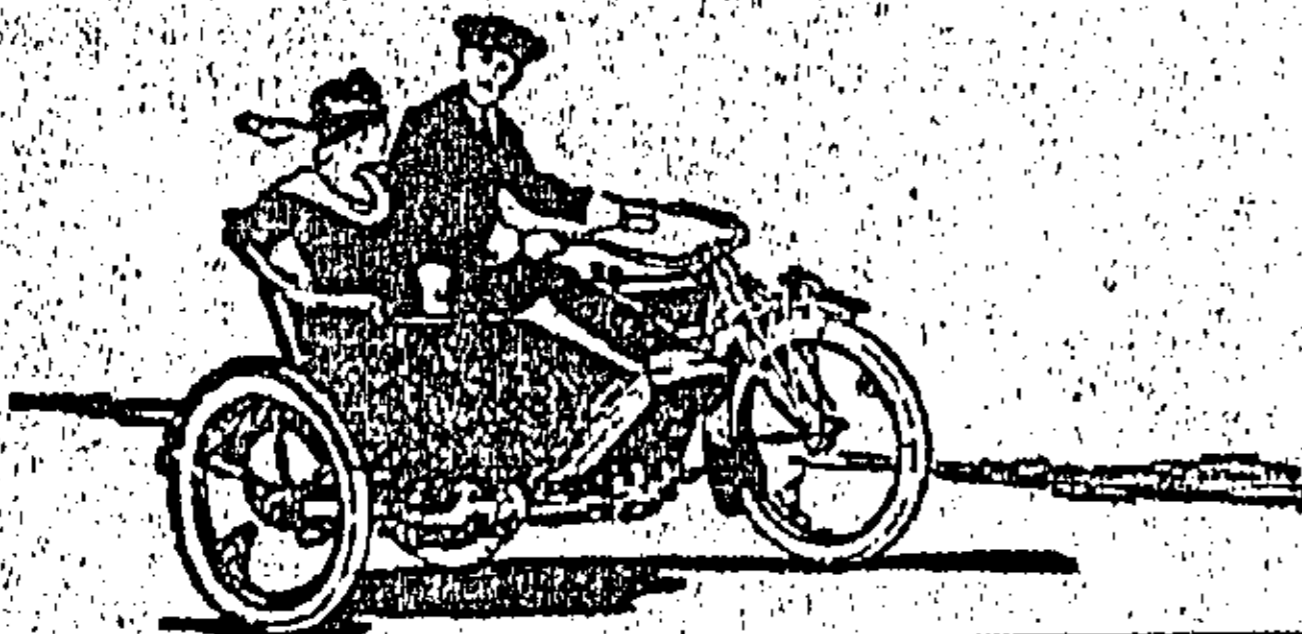
An unusual item in this morning's police reports is to the effect that an Overland car, which was found abandoned at the Star Ferry Pier in Kowloon last night, was taken to the Police Station.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 2nd OCTOBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

The Peak's Need.

We make no apology for again drawing attention to the fact that the Peak districts should be provided with suitable fire-fighting equipment, although the matter has frequently been subject for these notes in the past. Fires on the Peak are fortunately rare occurrences but in every instance when a conflagration has occurred, the lack of appliances has been adversely commented upon. Following the publishing of several notes and pictures of equipment employed successfully elsewhere under similar conditions, a representative of the *Telegraph* sought official opinion on February 24th, last. He was then informed that it was proposed to purchase "a number (probably four) of motor cycle fire equipments" such a type of machine being the only successful solution to the problem. It was stated that the purchase was subject to the granting of the necessary funds. Seven months have passed, and there is no sign of the official proposal being put into effect, although it is hardly conceivable that the financial aspect is the reason for the delay. The machines required are not by any means expensive, and even if they were, necessity warrants expenditure. The Armoured Car Company have shown enterprise by equipping a motor cycle combination with a machine gun platform. Surely the Authorities could improve a means of carrying chemical extinguishers on a similar machine, assuming that provision of the correct equipment is not possible at the moment.

Another Matter.

Whilst discussing the Peak, we would draw the attention of certain motorists that the Peak Hotel is the next building to the Garage by the top tram station, and that the practice of sounding the horn, or racing the engine at hours when most people are in bed, is distinctly annoying. This is a matter which should be controlled by the Police, because constables are stationed in the immediate vicinity all night, and it would surely not be too much to instruct them to request drivers not to make unnecessary noise.

H.K.A.A. "Scout."

The Honorary Secretary of the Hongkong Automobile Association has made the final arrangements for the posting of a uniformed "scout" in the vicinity of the Kowloon Ferry, Kowloon. Duty will be commenced on October 1st, and the man engaged will wear a distinctive uniform similar to that worn in the British Isles. He will patrol the stand adjoining the ferry. Members of the Association should make a point of having their badge affixed to their cars, because it naturally follows that this service is provided for members, and the badge is the only means by which the scout will be able to identify the cars which he has to watch. This innovation will doubtless be much appreciated by Kowloon members of the Association, especially those who have had small articles and parts stolen from their cars in the past.

Dipping Head Lamps.

Although motorists are not compelled by law to dim their headlights when approaching other vehicles, quite a number agree that it is the safest practice

to do so, while others are against this. The latest system which has been put on the market at Home is the Sheffield Simplex dipping head lamp system. The control of the lamp position is performed by means of two press buttons mounted on an instrument board, one button causing the lamps to dip and the other to resume their original setting. This is quite an ingenious method enabling the driver to lock the lamps in any position, and although we have not heard of any cars being so fitted in Hongkong it is quite possible that in time further arrivals will be so fitted. It is far safer to dip ones headlamps on a dark night than to dim them which is usually done as an act of courtesy on the part of the driver. When headlights are dimmed the driver sometimes has great difficulty in seeing ahead.

Roads.

The island road between Repulse Bay and Stanley is now passable and Stanley can now be reached by motor. There is still extensive work to be done further on just before reaching the Tytarm Reservoir before cars will be able to proceed round the island.

In Ceylon.

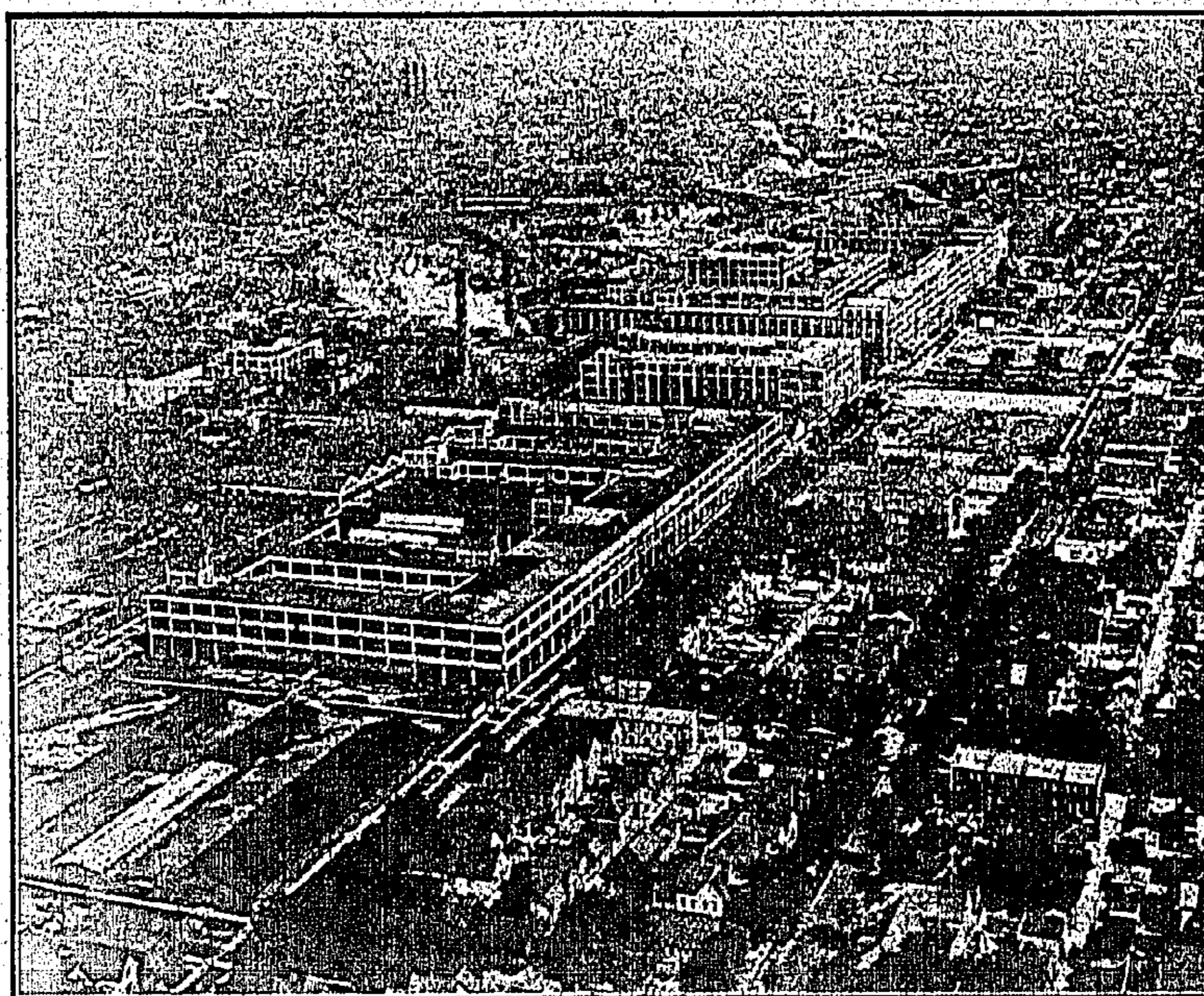
In Ceylon a considerable increase is taking place in the use of automobiles, and British manufacturers are urged by a correspondent to do their utmost to increase their hold on the market. He states that in 1924 there were 4,200 privately owned and 1,072 hiring cars in the island, while last year they had risen to 5,357 and 1,203 respectively. Statistics compiled up to March 31st of this year show a total of 12,628, or an increase of 6,069. Between June 30th last year and March 30th this year the number of British-made cars increased from 1,360 to 1,669, or 30.74 per cent. though in the same period the American total rose from 2,974 to 4,573 (54.48 per cent.). The cars imported include 198 Chevrolets, 161 Fords, and 126 Overlands (American), 106 Fiats (Italian), and 103 Clynes, and 79 Austins.

Road improvements are proceeding fast, both in towns and country, and the future of automobilism in Ceylon is described as positively bright.



My paper doesn't draw as many flies as limousines do friends.

JOURNALISTS VISIT PACKARD FACTORY.



Recently when nearly 100 editors from Latin-American countries were in Detroit as the guests of a number of motor car manufacturing companies they were much surprised at the great size of the factory in which Packard cars are built. They discovered that the Packard factory actually was considerably larger than several of the well known "production" companies and that more men were employed.

The editors visited one factory which produces ten times as many cars as are made by Packard and found that the plant was about two-thirds the size of the Packard factory. The reason largely is due to the fact that

Packard manufactures nearly everything which goes into its car and that for the making of a motor car of the quality of a Packard one of the very largest of automobile factories is necessary.

Before the arrival of the party of editors in Detroit one of the members sustained a severe injury to one of his legs. As a result he was unable to take any of the long walks which are necessary in inspecting one of the Detroit automobile plants. He insisted, however, on accompanying the others on a limited tour of inspection of the Packard factory. To make this possible a small electric truck was fitted up

with a rocking chair and, seated in this as if on a throne, the editor followed the others on their entire trip through the body division. While only one department was visited the truck traveled more than a mile on the four floors of the factory where Packard bodies are built, painted, trimmed and made completely ready for mounting on chassis.

Motor cars are used daily by men in the maintenance department traveling about from one point to another in the Packard plant. Without automobiles they would not be able to carry on their work for trips of two miles or more inside the plant have to be made frequently.

BRITISH CYCLES.

OVERSEAS DEMAND.

As a result of heavy orders placed by Continental and Dominion buyers at the 1925 Cycle and Motor Cycle Show, British manufacturers of cycles, motor cycles, and accessories were able to make an early start with their 1926 production programme.

Consequently the otherwise disastrous results of the recent industrial troubles have greatly been minimised.

With the improvement of rail and sea transport facilities, the British cycle and motor cycle industry is able promptly to fulfil all orders from overseas, and in this connection it is interesting to observe a very marked extension in the demand for British cycles and motor cycles which is coming from the continent of Europe, whilst exports to South Africa, New Zealand, and Australia show a healthy expansion.

Considerable improvements have been effected in design, thus greatly increasing the economy and reliability.

Another branch of the industry, in the delivery of components for the building up of motor cycles abroad, shows great expansion, and large contracts for British components have been placed by manufacturers in Germany, Italy and Belgium.

JAPAN IMPROVES ROADS.

Road improvement is progressing rapidly in Japan. A sum of 160,000,000 yen has been appropriated for road construction and repairs.

PROVIDE PARKING.

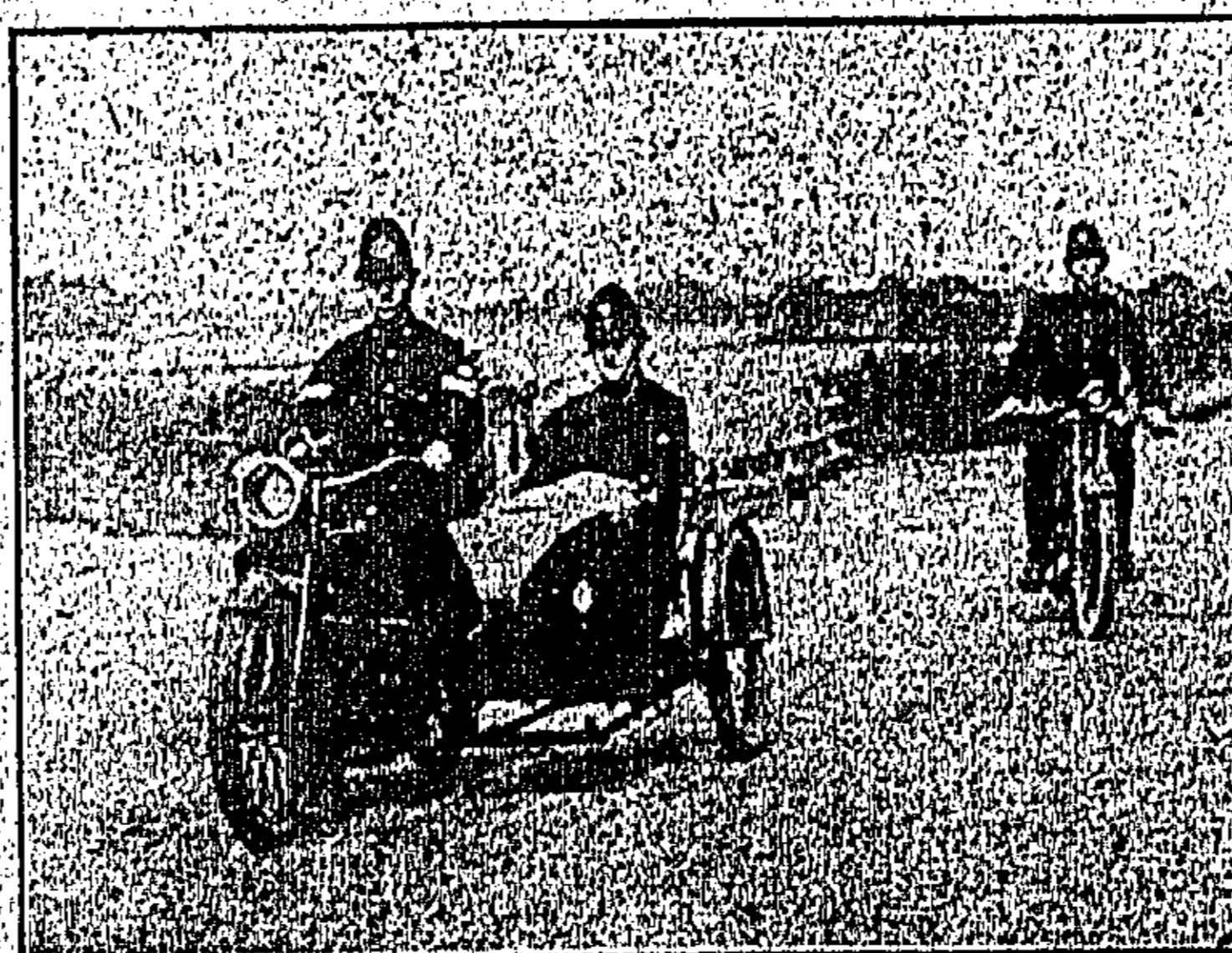
Ninety retail stores in Boston, give free parking in central garages to customers during the morning hours. One garage used for this purpose has room for 1500 cars.

INSURANCE RATES VARY.

Motorists of southern California have the cheapest rates on their cars of any section in the United States, according to rate schedules issued this year. Full coverage for a policy of \$800 in Los Angeles costs the owner \$76. The same policy costs the owner in New York \$346.

Earl Russell was fined 10s. at Bow Street for leaving his motor-car on the parking place in Waterloo-place for longer than the permitted period.

THE PROBLEM OF THE COAL PITS.



Flying squad constables on motor-cycles patrol the roads around the Mansfield Collieries.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that the 1927 HARLEY-DAVIDSON CYCLES are now here.

Drop in and see the new features on the big twin. A new sidecar body for the 1927 Model (very roomy). See the NEW SINGLES two models in stock.

Over-head-valve Motors (New Improvements) and the Side-by-Side Valve Motors.

Book your orders early, only a few left from our first consignment, next lot will be due here about Jan.

Genuine H.D. Spare parts in stock.

Repairs on all makes of Machines undertaken by factory trained Mechanic.
All Work Guaranteed.

GARGOYLE
Mobiloil
Make it your guide

There is as much difference in the character of lubricating oil as in that of men!

A man's character is built slowly, moulded by his experiences and his environment, and actually known to those who know him best.

So it is with lubricants. Their character also is born of experience—the experience of the manufacturers—tested by time and usage, and proved by service. The character of a lubricant is dependent upon the resources behind it, the vision of its sponsors, and the execution of their knowledge. It is an example of their ideals, expressed in tangible form.

And, like man, the character of a lubricant is best known to those who come in closest contact.

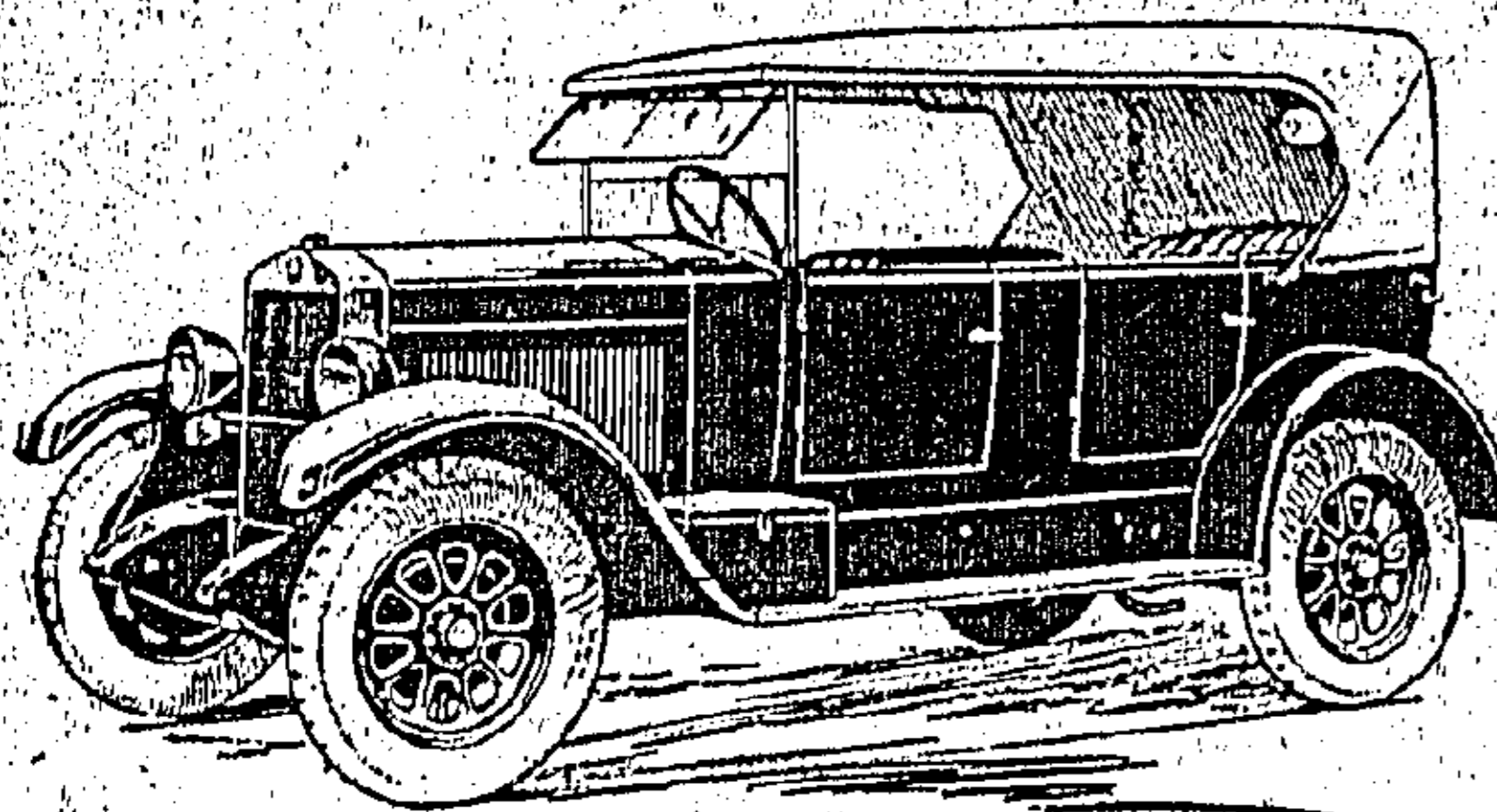
Gargoyle Mobiloil is a concrete and definite example of its producer's ideals, a perfect picture of the vision, the knowledge, and the resources behind it. Gargoyle Mobiloil is a true reflection of a great organization, the greatest of its kind in the world.

VACUUM OIL CO.

LIGHT FIRM
ELEGANT SILENT
ROOMY SURE

FIAT

FIAT-MODEL 503
NEW SHIPMENT ARRIVED



Light, silent, and economical, the Model 503 with its metal-frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine:- 4 cylinder 15/30 H.P.

Speeds:- 4 forward, 1. reverse

General equipment:- Speedometer, clock, 4 wheel brakes, Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickelplated.

The very best you can get for your money.

Fiat Model 503 5 seater Torpedo De Luxe...	\$2650
2 " " " "	\$2530
5 " " " "	\$2800
5 " Saloon " "	\$3500
2 " Cabriolet " "	\$3600

Agents:- for Hongkong and Canton

Societa Italiana Imp. Esp. Estremo Oriente, Ltd.,

Managers

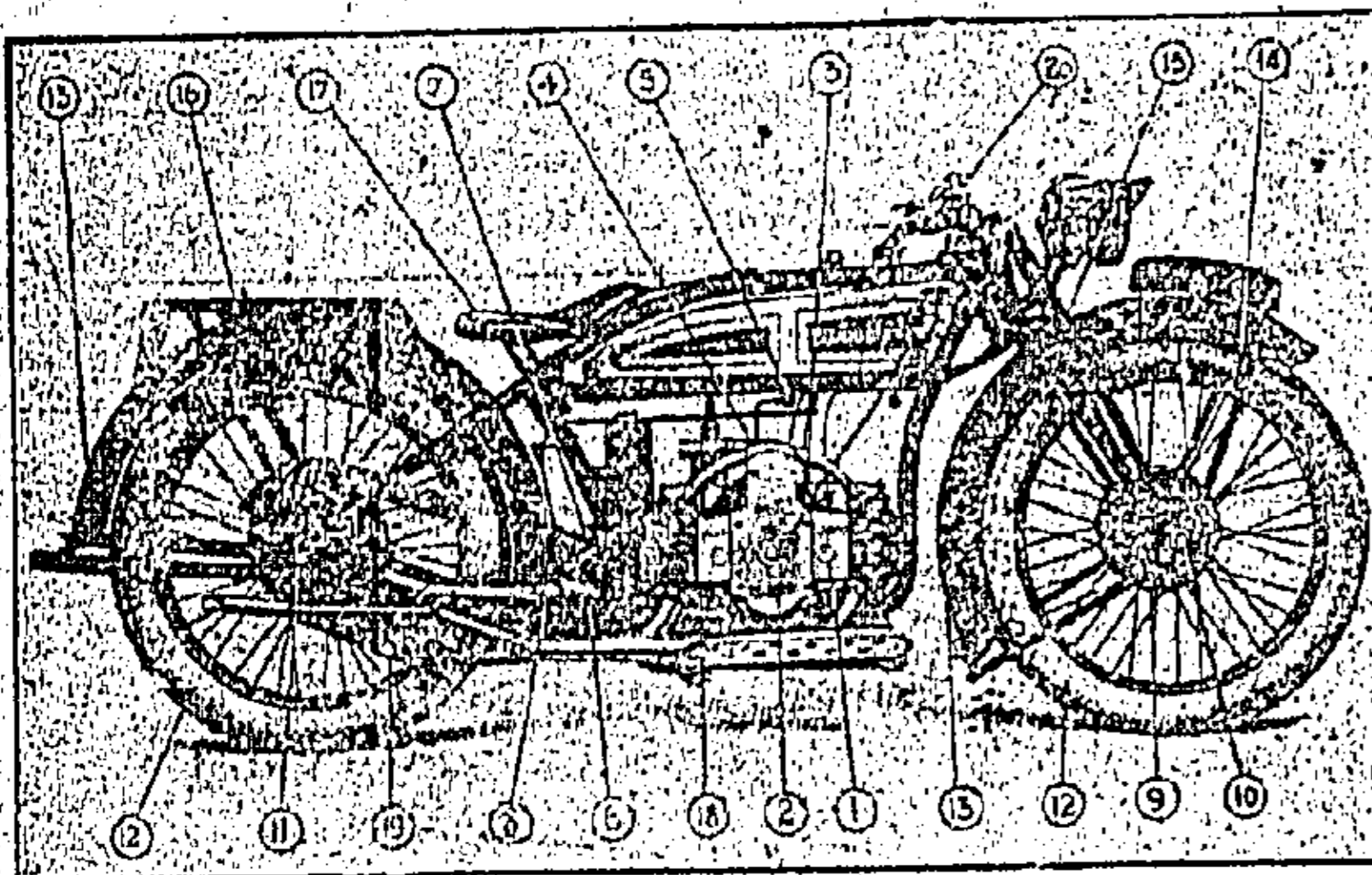
A. GOEKE & COMPANY,

3rd Floor, China Building.

Telephone C. 2221.

Telephone C. 2221.

DOUGLAS MOTOR CYCLES



Twenty reasons why you should choose an "E. W."

1. Enclosed valves.
2. Clean crankcase.
3. Mechanical pump lubrication.
4. Induction pipe heating jacket.
5. Petrol tap filter and drain.
6. New type gear box enclosed kickstart.
7. Gear box air vent.
8. Enclosed kickstart.
9. Low pressure brakes.
10. Taper roller bearings.
11. Mud and waterproof wheel bearings.
12. 3 inch tyres.
13. Large section mudguards.
14. Flat mudguard stays.
15. New type fork shackle bolts.
16. Two tool bags.
17. Low saddle position.
18. Improved footplates.
19. New exhaust system.
20. Control wires through head.

ALEX ROSS & Co., (China), Ltd.
BANK OF CHINA BUILDING, HONGKONG.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

ESSEX CARS.

GOOD BUSINESS REPORTED.

The Dragon Motor Car Company, Ltd., local Distributors for the six-cylinder Essex, report continued good business both in the open and the closed Models. They have, in fact, been sold out since August 17th. A further shipment of the new models has been received, however, on the "President Jackson" September 29th. There have been certain changes in the Essex, notably the new all-steel Essex Coach body which is "as rigid as a steel building." The Hudson Motor Car Company has invested \$10,000,000 in constructing the world's largest single body building unit for their own manufacture of the new all-steel Essex Coach body. Though radically different in construction, the cars retain generally the characteristic lines; however, the rear quarters have been somewhat curved and the whole body is two inches lower due to steel sills. The finish is a lustrous enamel, baked on at high temperatures, which assures a glossy appearance for the life of the car. A bit of colour is added by a nicked radiator, and by a doubled striping around the belt line. By the use of the steel still, all line of weakness between the chassis and the body has been eliminated. In fact, the body and chassis are really one. The steel sill itself is 60 per cent. stronger than the wooden member it displaced.

A remarkable rigidity is gained by the scientific sectioning of the pressed steel. An interesting example of construction is the door. Its stiffness is obtained by box sections formed by the presses. After the assembly of the various door parts, the entire door is placed in a 130-ton hydraulic press for a final operation, after which there is no doubt about the correctness of the door shape. Hanging the door, which in other body factories takes quite a fraction of an hour, is a matter of seconds; a man drives a pin into the piano type of hinge which supports the door and the job is finished.

The entire plant would make a pressman's happy hunting ground. The way the sheets are doubled back and out Z, S and U sections, not to mention other shapes, simply defies description. Even the weather stripping is rolled into the steel weather pieces by machines of entirely new design. Doors are weather-stripped top and bottom and both sides. The plant has a normal capacity of 1500 bodies per 9-hour day. In true progressive fashion, the raw material enters on the lowest floor where the presses are located. From that point it moves along to final assembly. All main and sub-assembly work is done on moving conveyors—the first time this has been completely accomplished in any body-building plant. The battery of 456 presses is the largest in the world.

The new Essex Cars are made with a gasoline strainer which is built right into the vacuum tank of the present model cars. There is also a practical air cleaner which effect is obtained by passing air for the carburettor through a sheet metal enclosure around the exhaust manifold. This compartment contains such a volume of air that dust will settle to the bottom of it rather than pass into the carburettor.

Both the open and the closed models are equipped at the factory with automatic windshield cleaners, stop lights and rear vision mirrors. The open or Touring model of the Essex is now being received finished in a beautiful shade of Grey Lacquer.

A Bill, known as the Motor Vehicle Ownership Rights Act, has just become law in the province of Quebec. It contains quite a number of startling clauses. For instance, under penalty of forfeiture and sale for the benefit of the Government the onus of proof of ownership of stolen cars must rest with the claimant. Another clause is that every officer of the Provincial Automobile Bureau can enter any garage without permission for the purpose of examining cars. Not only must motor vehicles be registered, but the right of ownership must be registered also. Delinquents not paying fines are liable to an additional fine of \$600 per day until payment is made. Where the means or identification of any vehicle is thought to have been tampered with the car may be seized without a warrant.

THREE-WAY STREET CROSSING.



Model of a future Chicago Street crossing. Left to right, John Howard and William Bonn, Cook County highway engineers.

Chicago, August 26.—Chicago and its environs through the Cook county highway department have taken first steps in a programme to eliminate dangerous road intersections by means of a novel three-dock grade crossing.

Construction of this last word in highway safety devices, permits direct bound traffic to pass either over or under the main artery of travel at full speed while leaving the ground-level itself free for turning without danger or delay.

Surveys are now being under-

taken at certain of the most congested road intersections, and those showing most need of alleviation will be equipped with the new crossings as soon as bids can be entered to build them.

The cost, too, is quite reasonable, engineers report. Estimates fix the price of each completed unit at around \$37,000.

Time saved alone they say will more than pay for a crossing in a single day, to which advantage is added the greater safety and convenience of motorists.

NEW HEADLIGHT.

ELIMINATES GLARE.

An anti-dazzle device for automobile headlights has been invented by Mr. S. L. Price. It promises to solve the riddle of having a strong motor headlight which, at the same time, will not blind persons facing the car.

The light has an amber shield inside the bulb which fits directly over the filament. There are two filaments. The auxiliary is covered by the amber shield and the main filament is at the back of the shield and in regular focus with the lamp reflector.

The light emanating from the auxiliary filament is yellow and diffused while the light from the main filament is white and of usual strength.

The light strength of this headlight is of ordinary character. To anyone standing in front of the car, however, the headlamp appears to be yellow and instead of the eyes, being troubled by a white glare, it is found that little dazzle is noticeable.

FROM PETROLEUM.

Dr. Regor Adam, professor of chemistry at the University of Illinois, believes that synthetic rubber can be made from petroleum. He says it would be better to provide funds for petroleum experiments than to invest huge sums in the Philippines, Africa and elsewhere.

THE COAL STRIKE.

A LESSON IN BUSINESS FORESIGHT.

The Coal Strike, backed up as it was in its initial stages by the more menacing General Strike, still drags on its weary way, and in some trades it is becoming increasingly evident that those businesses which have not taken stock beforehand of the inevitable consequences are closing down or else feeling the pinch very severely. The "wise virgins," so to speak, that is, those firms who foresaw and acted before the crisis, are reaping the benefit of their foresight. The Atlas Craig Motor Co., of Chiswick, London, one of the oldest established, yet most go-ahead firms in the marine motor trade, have for years not only reduced the use of coal to a minimum by employing internal combustion engines to drive their machinery, but are also completely independent of outside sources for their electricity and water supplies. Stocks of raw material have for years past been consistently maintained at a maximum level, a precaution made necessary by the ever-increasing demand for their popular overhead valve marine motors. So thoroughly have they organised every department, that from the very commencement of the General Strike to the present moment it has been possible to ship any of their engines complete, or any parts of them, from stock at the shortest notice.

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 30 miles in 13 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 26,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hung body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars; it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

**THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY**

Full Particulars from—

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road Central.

P A C K A R D

You need not be a millionaire to own a Packard limousine.

The fact that Packards predominate in the homes of millionaires simply means that money cannot buy a better car.

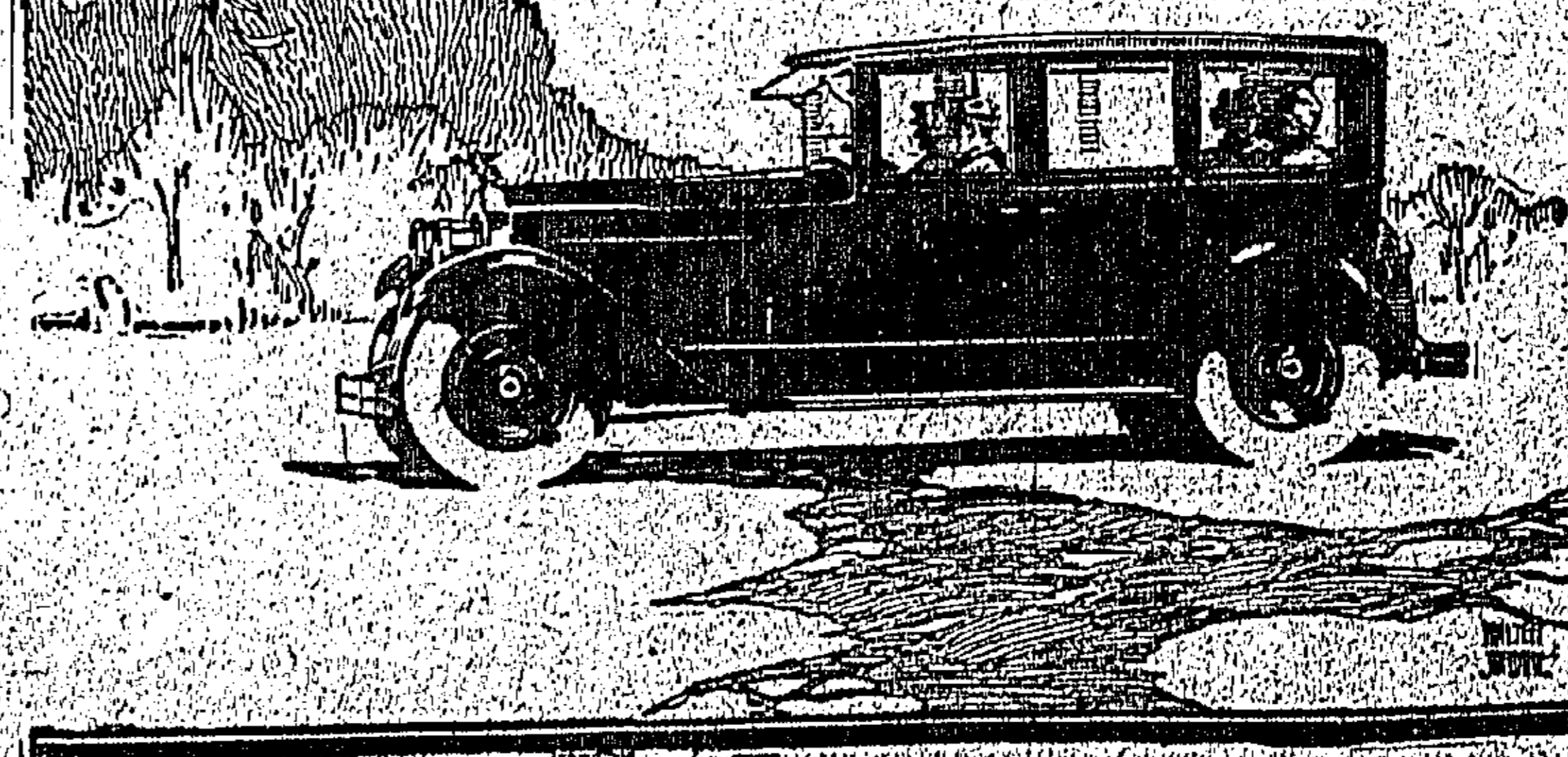
Judge critically each feature of design, test carefully every performance claim, compare throughout with any other car.

Then ask the price!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley,
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



JOIN



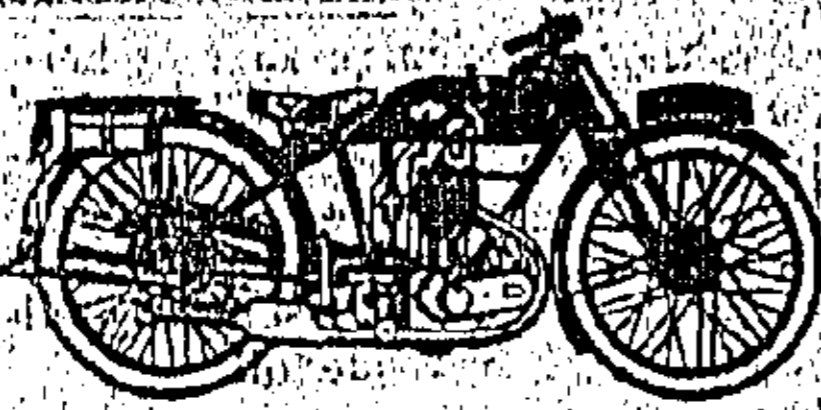
THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:

10% Off Motor Car Insurance
Reduction in Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the R. A. O. and A. A. London.

All Communications for Membership etc. to
REV. G. E. S. UPSDELL
Hon. Secretary,

P.O. Box 116.



The Proof of the Machine is in the running and the proof of your wisdom in buying it here is in the service we render. We guarantee our machines and protect the Purchaser.

A. J. S.
TRIUMPH
DOUGLAS
INDIAN

Stocks carried at
No. 1A, Chater Road, Hongkong

AND AT

The Kowloon Motor Car
and Cycle Exchange
KOWLOON.

Our pay as you ride plan is
worthy of note.

Alex. Ross & Co. (China), Ltd.

MAKE FRIENDS—NOT ARRESTS!



As traffic officer of Pueblo county, Colorado, Roy P. Arnold has a record of two arrests, neither for speeding, since Jan. 1. Pueblo county's motor accident record has improved during Arnold's regime as "good-will" traffic officer.

This traffic officer who believes in leaving motorists with a smile rather than a curse upon their lips stops at least 10 motorists every day and talks safety axioms with them.

When employed at the first of the year, Arnold asked the Pueblo county commissioners whether they wanted fines or safety.

When he was told safety he started an individual campaign to make the highways safe and to do it with the least amount of friction.

"Whenever I see a motorist exceeding the speed limit," says Arnold, "I stop him and talk with him. Before I discuss the matter of speeding I try to make him my friend. Then I caution him about the dangers of speeding and breaking traffic ordinances."

"I have found that motorists who are stopped and talked to intelligently on the matter of speeding feel under obligation to the traffic officer and as a rule do not break traffic laws again. While motorists who are fined have a grudge against traffic

officers and seek to break speed laws at every opportunity.

Arnold's first arrest was a motorist who was driving while intoxicated. His second arrest was a driver who became "hard-boiled" and refused to carry on a friendly discussion, so Arnold was forced to bring him into court.

While on his beat one night, Arnold found that a motorist had stopped at the intersection of two main highways to repair a punctured tyre. He stopped and asked the motorist to drive to one side of the road for his own and others' safety.

The motorist didn't want to move his car and began a long discussion on discourteous treatment by traffic officers. However, Arnold prevailed on the motorist to drive his car to the side of the road. Then he turned the lights of his car on the stalled automobile and helped the motorist repair the tyre, making another friend.

"Youths about 16 or 17 years of age, driving their parent's cars, are the most reckless and hardest to control," says Arnold.

"They soon get to know the traffic officer's car and there isn't much chance to catch them speeding. I have tried making friends with them all and find that this is the most satisfactory manner for controlling them."

NEW SUNBEAM RACER.

200 M.P.H. HOPED FOR.

One of the most interesting announcements recently is that the Sunbeam Motor Car Co., Ltd., intends building a new racing car of 1,000 h.p. or more, and that this giant speed machine will have a potential speed of 200 m.p.h. The car is now in course of construction at the company's works at Wolverhampton, and it will be British-built throughout.

Already this year the Sunbeam Company has demonstrated what can be accomplished by a super-efficient engine of modest dimensions. The 4-litre 12-cylinder Sunbeam, the most remarkable car ever built, and driven by Major H. O. D. Segrave, set up new figures for the flying kilometre on Southport Sands last March, covering the distance at a mean speed of 152.336 m.p.h. The new Sunbeam car will be immensely larger and capable of speeds limited only by the suitability of the course on which it will be tried out.

Two engines, each approximately of 500 h.p., will be installed in the new car—one at the front and the other at the rear. This will give an equal distribution of weight and stability, very necessary on a car designed for such colossal speed. The body will be brought down very low to the ground, the appearance of the car being entirely different from any other racing car hitherto produced.

Although the designing and building of such a speed machine entails an enormous amount of work, with the unique experience and facilities of the Sunbeam Company it is hoped to have it ready for its preliminary trials towards the end of the year. Major Segrave, who has achieved such a remarkable record of success on Sunbeams, will pilot the new car.

MORRIS CARS

SOME FAMOUS OWNERS.

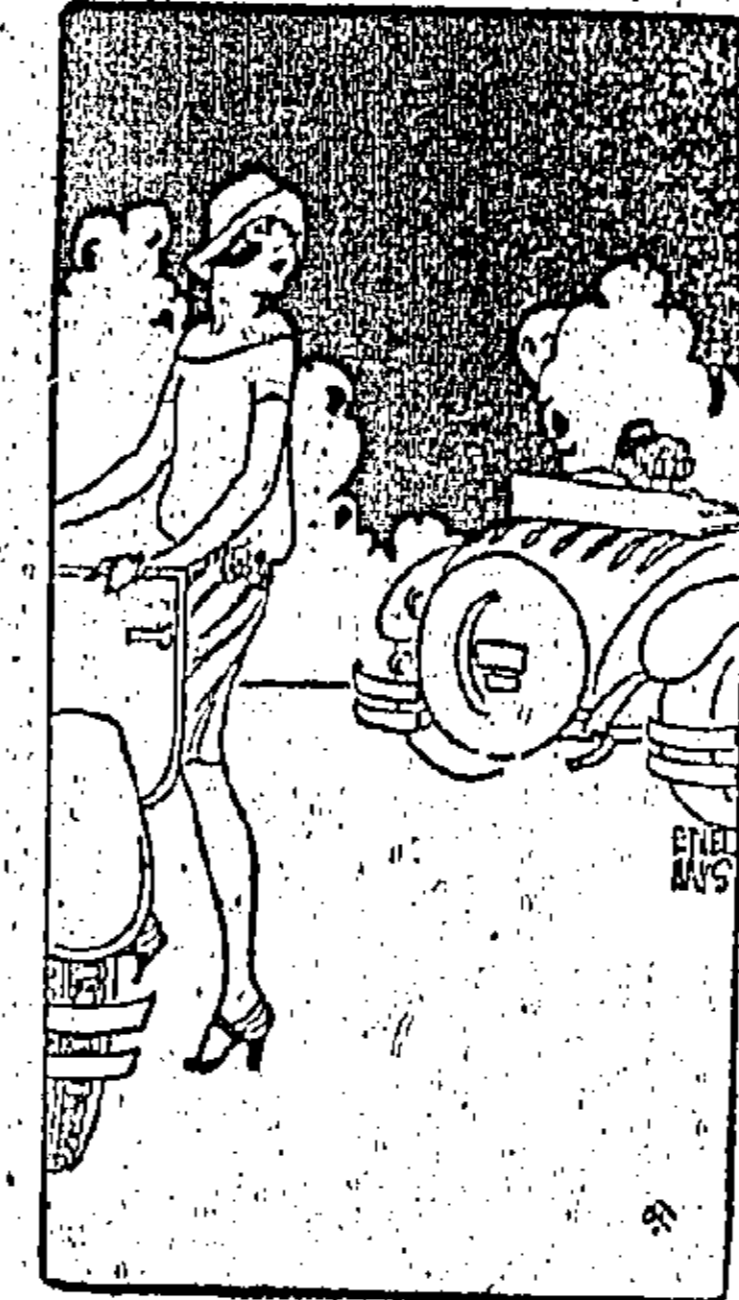
It is of interest to note how Morris cars are continually increasing in favour for overseas use.

His Highness the Prince of Asturias has recently taken delivery of a Sports model 4-seater Morris car. Painted in the Spanish royal colours, it possesses an exceptionally attractive appearance. In view of the policy which the Spanish royal house has hitherto adhered to, the introduction of a British product into the Royal garage is an event of considerable importance.

Lord and Lady Allenby, during their recent official visit to Toronto, made extensive use of four Morris cars.

The Rajah of Perlis has recently added a standard 4-seater Morris-Cowley, painted in the Royal yellow, and emblazoned with the Royal crest on either side of the body, the Royal crest also adorning the radiator cap.

His Highness Abdul-Aziz Ibn Abdur-Rahman Al-Faisal Al-Saud, Sultan of Nejd and its dependencies, has also become the possessor of a Morris car. Ibn Saud, as His Highness is generally known, is virtually Master of the Arabian Peninsula. The activities of his somewhat warlike adherents, the Wahhabis, bringing him before the public eye at various times.



A fool and his honey are soon parked.

1927

—the year Motorists 'changed over'

TODAY is already Yesterday in motoring. Those old 20/30 h.p. wasteful, short-lived touring cars you still see on the roads are doomed. The high efficiency engine, the long life and the wonderful economy of the 1927 British light car leaves them—obsolete.

Already the world is changing from the obsolete over to the MORRIS. Already on both sides of the Atlantic manufacturers are working feverishly

to produce light cars the equal of the MORRIS, the light car leader.

The change has started, but 1927 will see it spread like prairie fire. For 1927 is the first year of Morris 'World' Models.

As the 'Home' Morris

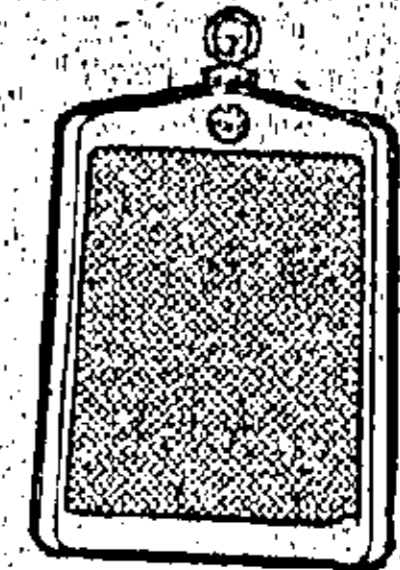
contested Britain, so these 'World' Models will convert the world—by real efficiency.

And what a fine car the first 'World' MORRIS is! It gives you all the famous 'Home' MORRIS economy and high efficiency plus a still sturdier chassis—a big

new 'World' radiator—a new wonderful suspension—a straight-lined handsome body with good near and off-side doors—and an all-round

increase of control comfort and riding luxury.

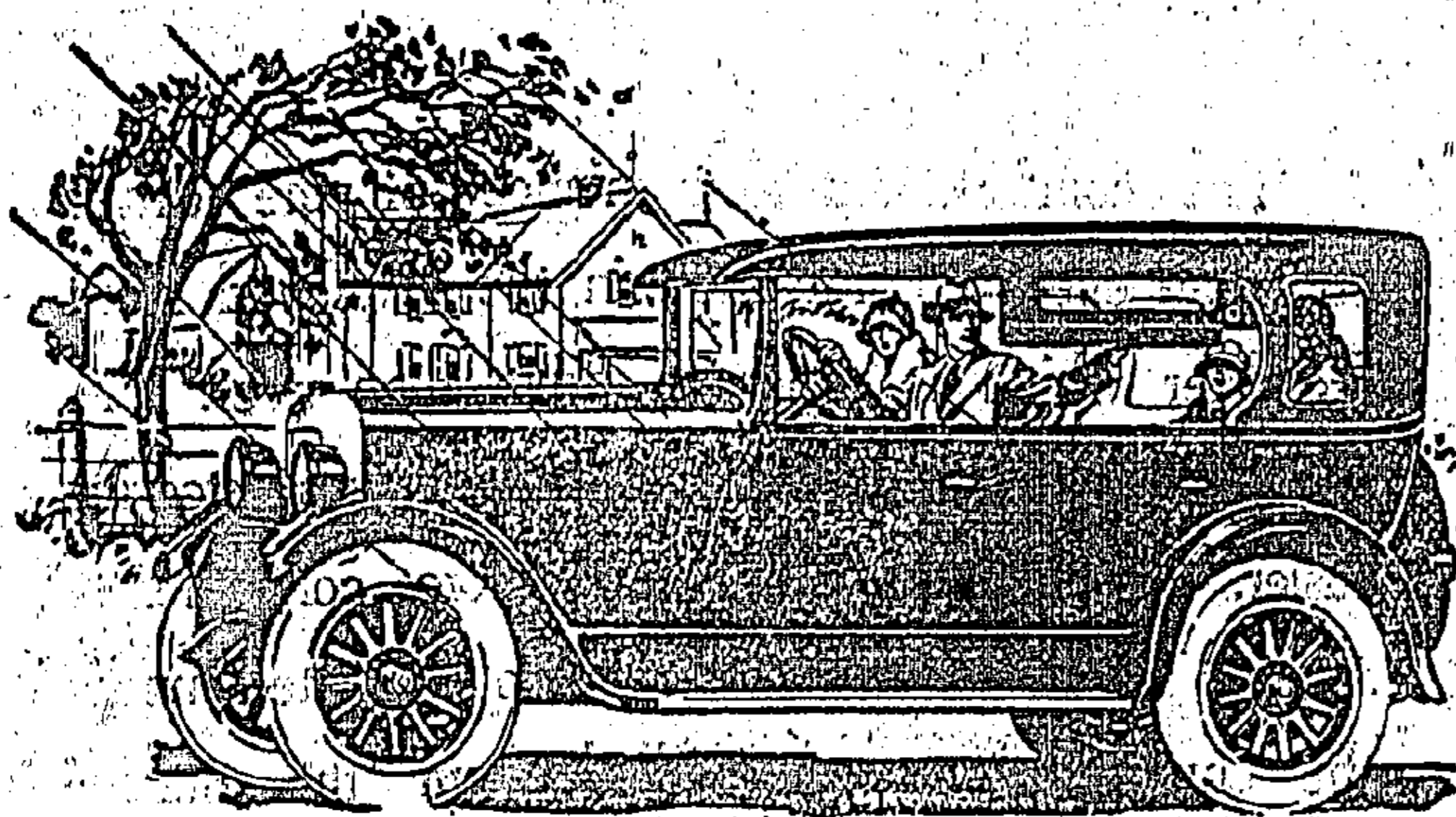
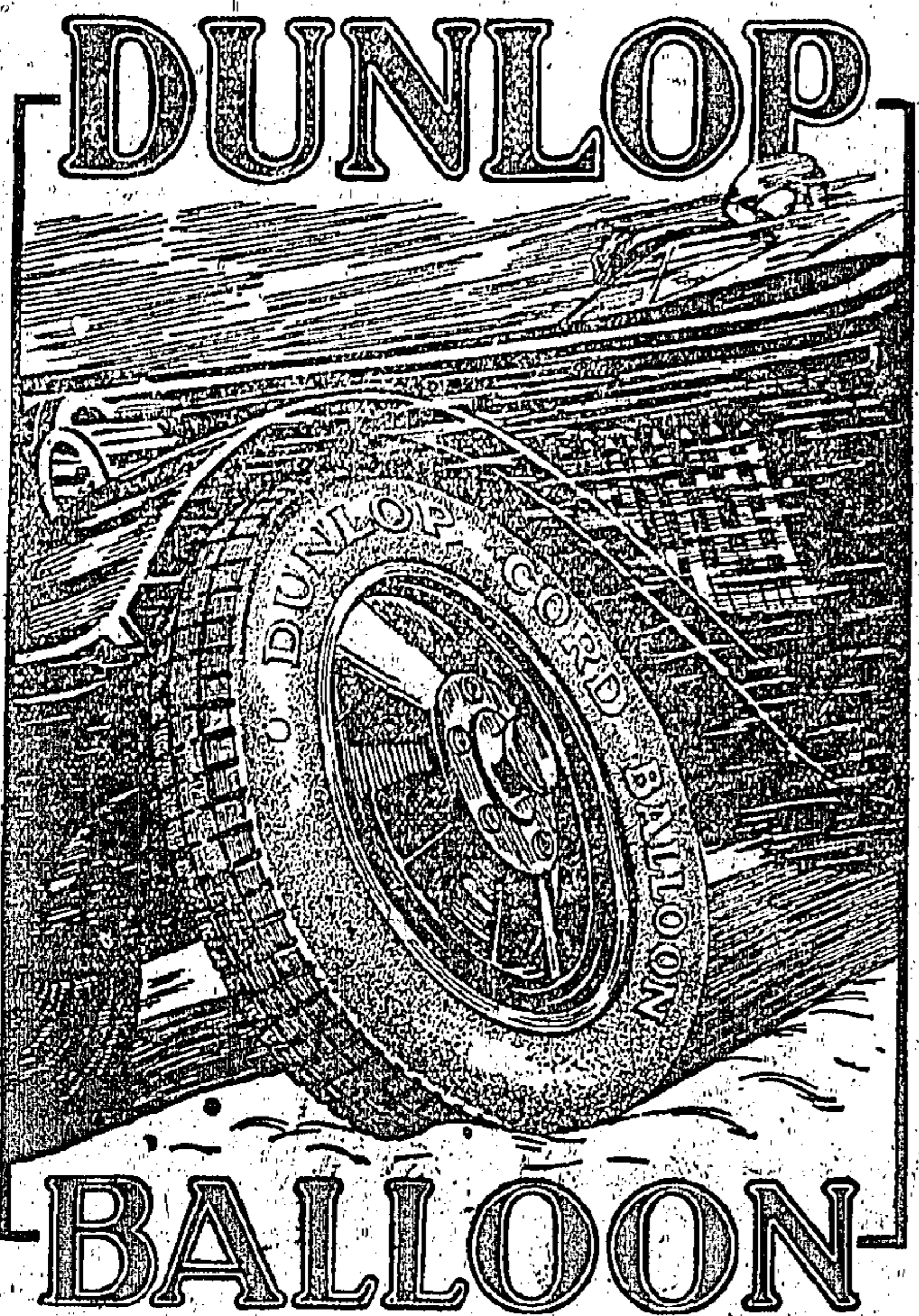
This great motoring change is upon you. Keep abreast of it. Be among the first to see and secure your 1927 'World' MORRIS. Then you will be riding neck to neck with the times.



MORRIS

"the Wheel of the World"

HONGKONG HOTEL GARAGE.



The One-Price Studebaker Standard Six Duplex-Phaeton \$2,650

Inside the
Studebaker Duplex
it's always fair weather

NOW you have the joy of open-car travel, and the instant protection of a closed car in one car, and at a cost no greater than that of the old-style touring car. Sudden showers and biting winds mean nothing to the owner of a Studebaker Duplex. Speed-like comfort is yours in 30 seconds by simply lowering the close-fitting roller enclosures.

There's striking beauty of line and finish in this Studebaker Standard Six Duplex-Phaeton. And marvelous performance with eager pickup. It's a car you'll be proud to own and drive. Come in—inspect the famous Duplex feature that has made all other open cars obsolete. Test Studebaker power and smoothness back of the wheel.

THE HONGKONG HOTEL GARAGE.

SOLE AGENTS.

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 74 YEARS

Power—Stamina—Added Capacity Graham Brothers New 2-Ton Truck

A new truck, conservatively rated at two tons, has been added by Graham Brothers, the truck division of Dodge Brothers, Inc.

With added carrying capacity, this new truck has all the dependable power and ability to render economical service over long periods that have made Graham

Brothers Trucks so popular the world over.

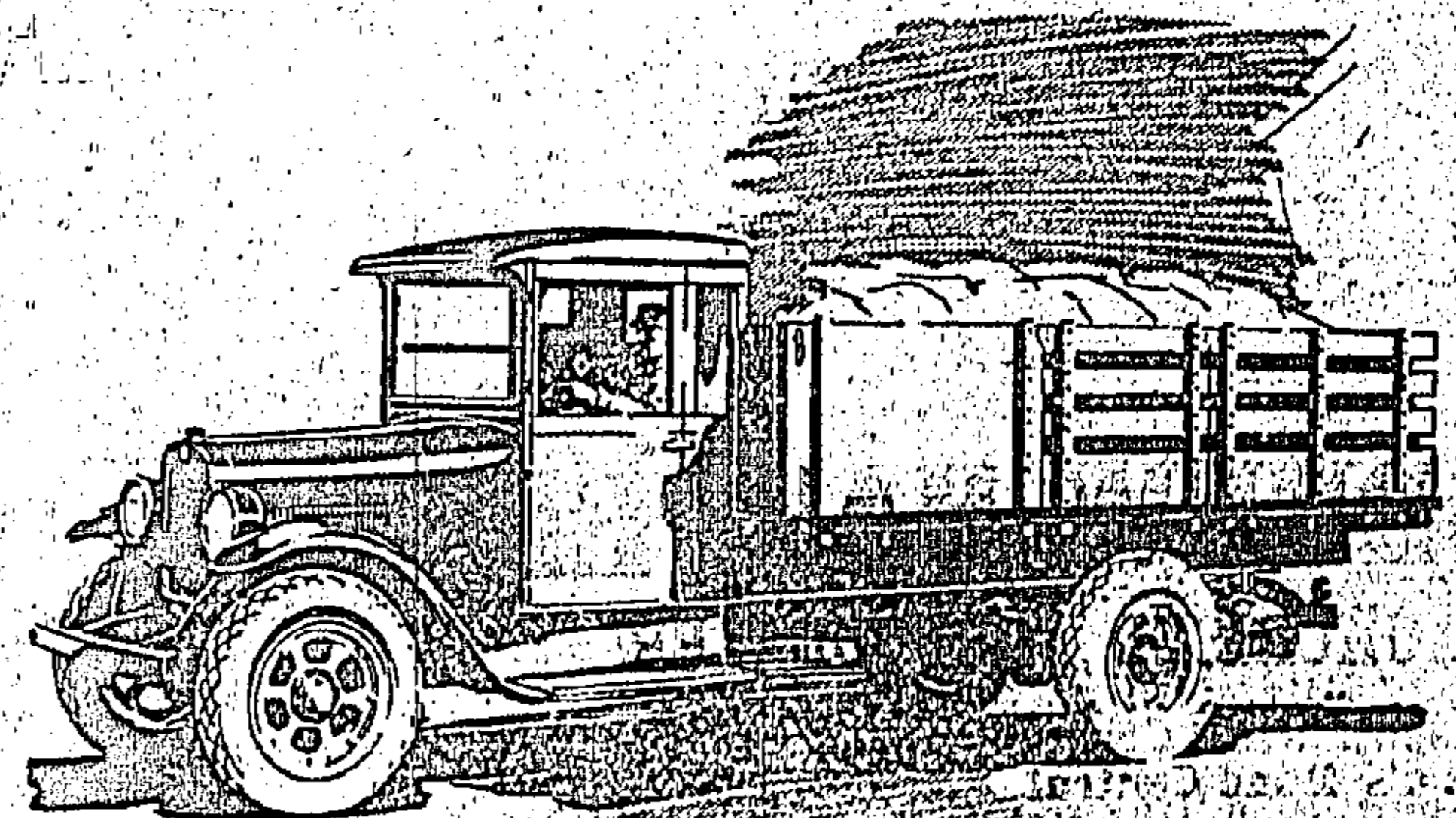
The experience and vast facilities of Graham Brothers, largest exclusive manufacturers of trucks in the world, have been employed in perfecting this new model.

Consult your nearest Dodge Brothers dealer for specifications and prices.

[Graham Brothers Trucks, with Dodge Brothers 1/4-Ton Commercial Cars, meet 90% of all hauling requirements.]

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

GRAHAM BROTHERS
TRUCKS
Built by Truck Division of Dodge Brothers Inc.
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE





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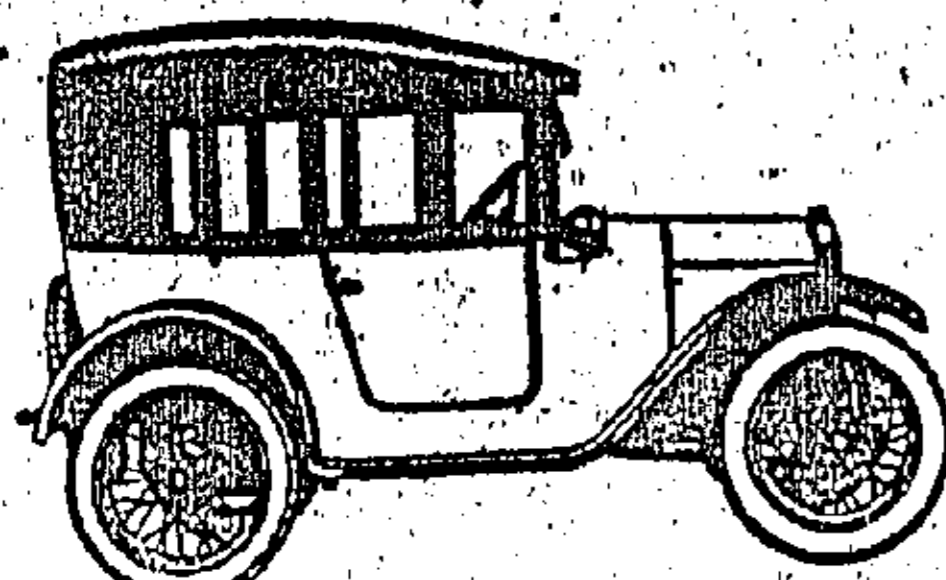
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OFFICE IN THE WORLD.

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Prince's Building.

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IT COMES WHERE IT IS INVITED AND STAYS WHERE
IT IS WELL TAKEN CARE OF, SO WE INVITE YOURS.

AUSTIN SEVEN MOTOR CAR

20 Models 2-4 passenger

A. J. S. MOTOR CYCLE

TRIUMPH " "

DOUGLAS " "

INDIAN " "

Alex. Ross & Co. (China), Limited.

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FORD OWNERS

Arrangements have now been
completed whereby Ford Owners
are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

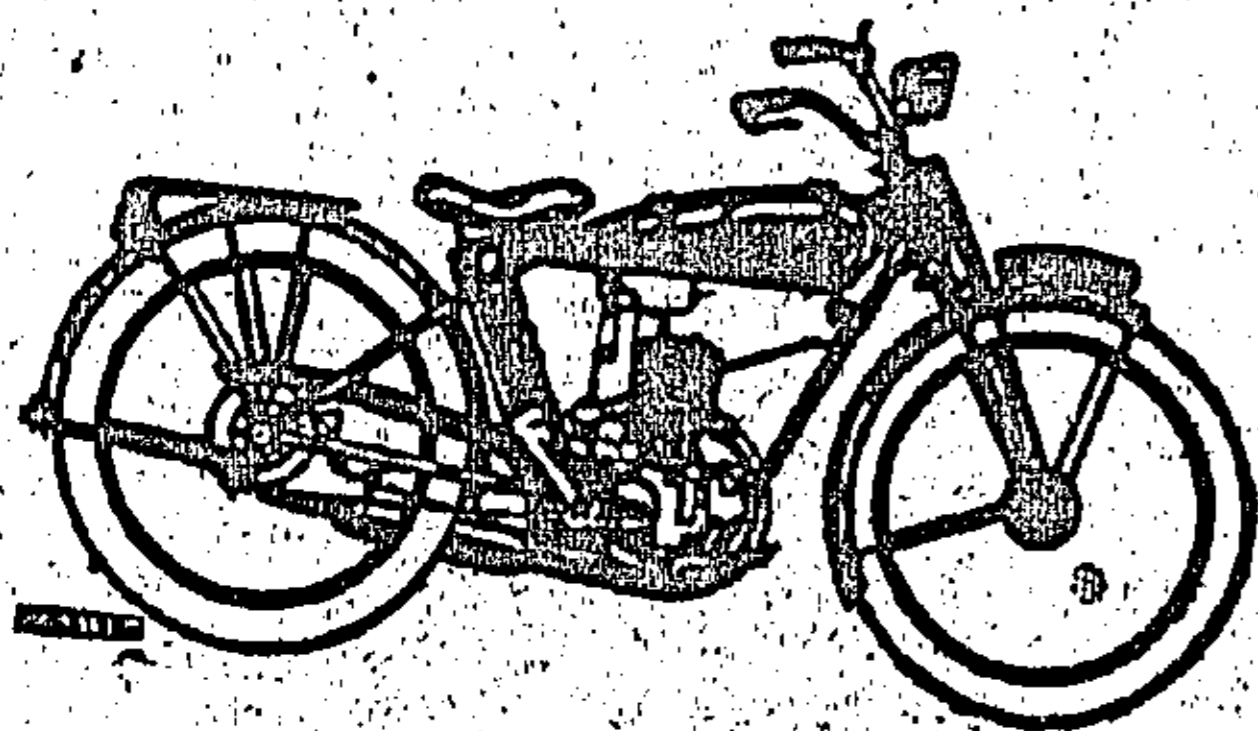
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AUHORISED FORD DEALER

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Chatham Road, Hunghom... Tel. K.1216.

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3-H.-P.

In order to introduce these excellent little machines, we
are making a special offer.

\$330 CASH **\$350 TERMS**

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

Phone: C. 1221

4TH FLOOR, BANK OF CHINA BUILDING
6, DES VOREX ROAD, CENTRAL.

PITY THE PEDESTRIAN.

The lot of the pedestrian in
Mexico City is doubly perilous.
He not only has the hazard of
being hit by a car but he may also
be shot with a bullet meant for
a motorist since it has become a
habit for Mexican officers to shoot
at violators of traffic laws.

POLICE CAMERAS.

Cincinnati policemen will be
equipped with cameras in addition
to night sticks. It is thought that
cameras will provide a useful ad-
junct in accident cases, as the
officer will be able to take a picture
of the actual accident and many
disputes by witnesses will be
avoided.

**EFFICIENT SILENCERS
REQUIRED.**

**MOVE TO ENFORCE LAW
AGAINST NOISY EXHAUSTS.**

There will be little criticism of
the Home Secretary's latest re-
commendation to the police to
enforce the law against noisy ex-
hausts. Sir William Joynson-
Hicks has instructed the authori-
ties to take the necessary action
to prevent the use on the public
roads of vehicles which are not
provided with a silencer that re-
duces exhaust noise "as far as
may be reasonably practicable."
His action is no doubt directed
principally against certain types
of motor cycles, but the result
will be that the existing regula-
tions will doubtless be enforced
also against motor car drivers
who either use cut-outs or have
silencers that are not really
adequate.

It is unquestionable that a good
deal of popular prejudice against
sporting cars has been aroused of
late by the totally unnecessary
amount of noise made by them,
particularly at night in populous
districts, and it is to be hoped
that the Home Secretary's latest
instruction will improve matters
in this respect. "Autocar"

CRUDE OIL FUEL.

NEW AUTO ENGINE.

By Israel Klein.

Advocates of the Diesel crude
oil burning engine, for automo-
tive as well as industrial use, have
moved up another notch in the
climb to their goal.

The first commercially develop-
ed high speed Diesel engine has

made its bow in a severe test at
Springfield, Ohio, and has been
declared a remarkable success.
It's of the kind, say Diesel engi-
neers, that could very well be used
for automotive travel, and which
in fact these engineers predict will
be common in motor cars ten years
hence.

The new engine turns as fast as
1200 revolutions a minute, a speed
that makes the Diesel possible for
automotive use. The best speed
possible heretofore in Diesels of
this type was 200 revolutions a
minute.

Many Less Parts.

No spark plugs, no ignition sys-
tem, no carburetor to bother the
operation of this engine. Long tap-
pets, rocker arms, valves and such
things that make a gasoline motor
noisy also are absent. In fact, it's
said, the modern Diesel of auto-
motive type has upwards of 50
parts less than the gasoline motor.
And the whole thing runs on

the crudest of crude oil, a cost
less than one-fifth that of mod-
ern auto fuel. "In fact, the engine
could run on butter-milk, since this
liquid contains the essential quali-
ties found in crude oil."

H. C. Blake, president of the
Springfield concern that built the
latest Diesel, sees an annual sav-
ing of more than \$20,000,000 in the
building trades alone through use
of this crude oil burning engine,
for it will supplant the gasoline
engines now used in tractors, ex-
cavating machinery, dredges,
cranes and other construction
material.

Would Save Much.

"A Diesel engine," he says, "cuts
the operating cost of a gasoline
motor 80 per cent. A Dieselized
automobile would run fifty miles
on a gallon of crude oil costing
but five cents, while you know the
present day car gets only around
17 miles on 20 cents a gallon gaso-
line."

Although the makers of the new
motor are devoting their efforts at
present entirely to its manufacture
for construction machinery, they
believe the time of the Dieselized
motor car is not far distant. The
engine will occupy no more space
than the present motor, they say.
It will be many times as powerful
and will burn almost any oil that
can flow through a pipe.

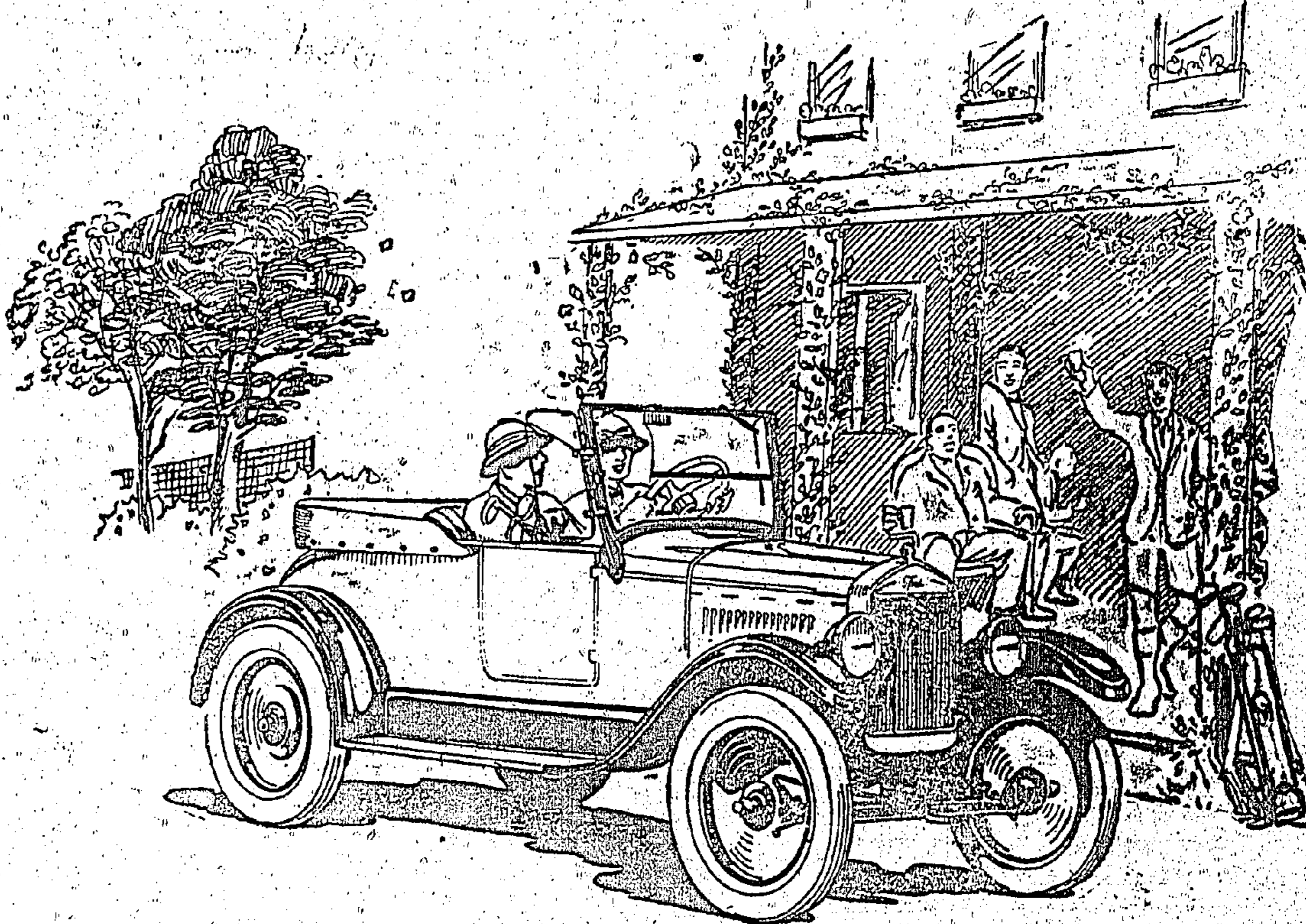
And the engine, they add, will
outlive three present-day gasoline
engines.

At the same time a great saving
in motor fuels will be effected, for
gasoline has been going lately at
an alarming rate.

CAR HAS SCREENS.

Matt F. Morse of St. Louis has
fitted his sedan automobile with
screens. The purpose of the
screens is to keep out insects
which inconvenience him during
night touring.

Ford



The Improved Roadster

Price, with

SELF STARTER

Delivered in Kowloon

H.K. \$ 1,030.00

The comfort and convenience of the driver
have had every consideration in the Improved Ford
Roadster which is easier to drive than ever. A
larger and lower steering wheel makes steering
easier. Pedals are larger and more conveniently
spaced. The gasoline tank is now located under
the cowl and may be filled from the outside
without the driver leaving his seat. Coil box
and sediment bulb are under the engine bonnet,
conveniently arranged and immediately accessible.

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LEAD THE WAY

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THE UNDISPUTED LEADER.

WITH
AN UNEQUALLED RECORD FOR
RELIABILITY.NOTE OUR LOW PRICES
OF MODELS IN STOCK

2.49 H.P. Solo, Acetelene Lighting	\$350.00
3.49 H.P. " " "	\$450.00
3.49 H.P. " Electric " "	\$500.00
3.49 H.P. OHV. Solo, Acetelene Lighting	\$525.00

IT PAYS YOU TO BUY THE BEST.

Call & See us before deciding on your next mount

THE SINCERE Co., Ltd.,

Sole Agents.

FUEL PROBLEM.

THE USE OF KEROSENE

The possibility of employing kerosene or paraffin in what are practically ordinary petrol engines is a question which is receiving considerable attention at the present moment, especially in tropical countries where this heavier type of fuel is often available when petrol is practically unobtainable. With light fuels of high volatility, not only is the loss by evaporation heavy, but the fire risk where large quantities have to be stored is considerable. Apart from these points, there is the question of price. If the heavier fractions, such as paraffin or kerosene could be employed to a greater extent, not only would the cost of distillation be reduced, but the quantities available from a given amount of crude oil would be increased. Even now, the cheaper grades of these heavier oils can be purchased at half the price of the petrol, and although the importance of fuel cost cannot be so great when considering private cars and the lighter types of commercial vehicles, yet in the heavier models, which may be obtaining a low mileage to the gallon of petrol, this cost has to be looked into most carefully if economy is to be obtained.

Many commercial vehicles purchased by the Crown agents for the Colonies have been running satisfactorily on kerosene during several years, and are continuing to do so, and where practicable, many commercial firms would save large sums of money per annum by running their vehicles on this fuel, provided that the correct type of vaporiser in conjunction with the carburettor be employed, and that a due need of attention is given to the very important matter of oil dilution in the crank case. It is not economy to fit an apparatus of an unsatisfactory type which may save a few pounds in fuel cost, and yet involve much heavy expenditure for engine repairs. It may be of interest to users of motor vehicles to know that the well-known Albion Motor Car Co., Ltd., of Glasgow, have for many years past sold a considerable number of their chassis suitable to run on kerosene fuel, those being particularly for the export trade. They manufacture two sizes of engines which may be fitted with petrol or kerosene carburettors, these being 24 h.p. and 23 h.p. respectively. The general principle on which this vaporiser works is that the mixture is drawn through a special exhaust heated chamber in such a manner that the exhaust gases impart a considerable heat to the mixture and a proper vaporisation of the fuel is obtained.

The Albion-Murray lubrication system is peculiarly suitable for use in heavy oil engines, because with it each bearing and each cylinder receives a small supply of entirely fresh and uncontaminated oil for so many revolutions of the crankshaft. It has been proved again and again by users of the Albion kerosene vehicles, that the mileage per gallon is normally as good as that given by the same vehicles on petrol fuel. From such experience, it will be readily appreciated that by the simple adoption of a means to assist in complete combustion of fuel heavier than petrol, there are possibilities presented to the transport owners which should not be overlooked.

COMMERCIAL AIRCRAFT.

A SAFETY-FIRST AIR LINER.

Up till quite recently the majority of commercial aircraft has had to rely on one engine, with the result that an engine failure meant a forced landing.

On the latest designs, however, the possibility of forced landings has been practically eliminated by the production of triple engine machines capable of flying comfortably with one engine out of action. One of the very latest type of giant air liners is the Argosy which has been recently completed in Coventry by Messrs. Sir W. G. Armstrong-Whitworth Aircraft, Ltd., for use on the continental services of Imperial Airways, Ltd.

This huge aeroplane, which carries twenty passengers and luggage, is propelled by three Armstrong-Siddeley air-cooled Jaguar engines developing a total of nearly 1,200 h.p. The top speed of the aeroplane is 110

m.p.h., while the usual cruising speed is from 80-85 m.p.h.

The great size of this plane can be judged from the fact that the tyres and wheels are almost as tall as a man's shoulders, while the pilot's compartment is situated so high up in front of the machine that a full-sized car can be driven underneath it quite easily. There is an exceptional amount of room for the passengers who enter the cabin by a door on the rear side of the fuselage and then find themselves in a compartment, some 29 feet long and about 6 feet high, a corridor of ample width separating the two rows of comfortable wicker chairs above which are hat racks for carrying light luggage.

Spacious windows on either side of the cabin come level with the passenger's heads and extend the entire length of the compartment, so that its interior is both roomy and cheerful. For night flying the cabin is provided with electric light, while instruments are fitted so that the passengers can see the speed and height at which the aeroplane is travelling. A lavatory adjoins the main cabin, while another compartment which is located near the tail carries the luggage. A point of note is the size of its two doors which enables very bulky luggage to be taken on board easily, while for smaller articles there is another compartment under the pilot's cockpit.

The two pilots sit side by side and well in front of the aeroplane, so that they have an excellent all-round view. As the controls are duplicated either pilot can control the machine or rest if need be. Immediately behind them is a space which contains the wireless outfit, while a small window enables one pilot to look back right into the main cabin.

The total weight of the aeroplane when fully loaded is nearly 8 tons, of which 2 tons are paying load. Enough petrol to fly 400 miles is stored in tanks on the top plane. The aeroplane will leave the ground after a run of not more than 350 yards and will reach its normal cruising height of 3,000 feet in about five minutes, these two features being important factors in the attainment of "Safety-First" as applied to air travel.

The Greatest Hudsons of All Time
and at the Lowest Prices

Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life. Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that

permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Phaeton \$2,995. Hudson Brougham \$3,595. Hudson 7-Pass. Sedan \$3,995.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED

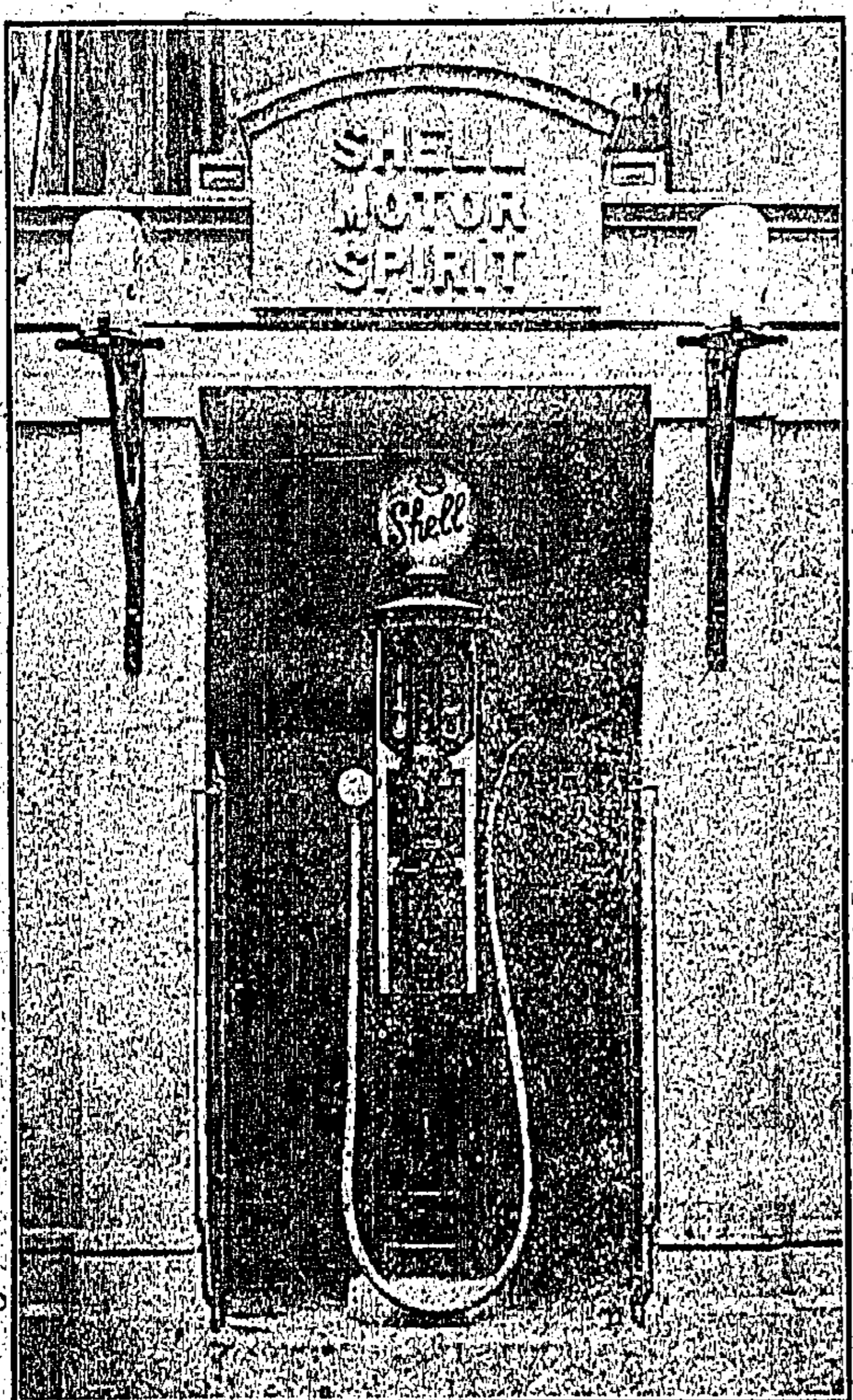
33 WONG NEI CHUNG ROAD HAPPY VALLEY

CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

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C. 1121-2

"SHELL" PUMP

Sited in Douglas Street.

(off Des Voeux Road Central, and opposite The Douglas Steamship Wharf)

The Asiatic Petroleum Co. (S. C.) Ltd.

Announcing
the new "70"
WILLYS-KNIGHT... a car of unparalleled efficiency,
out-performing anything ever
built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features

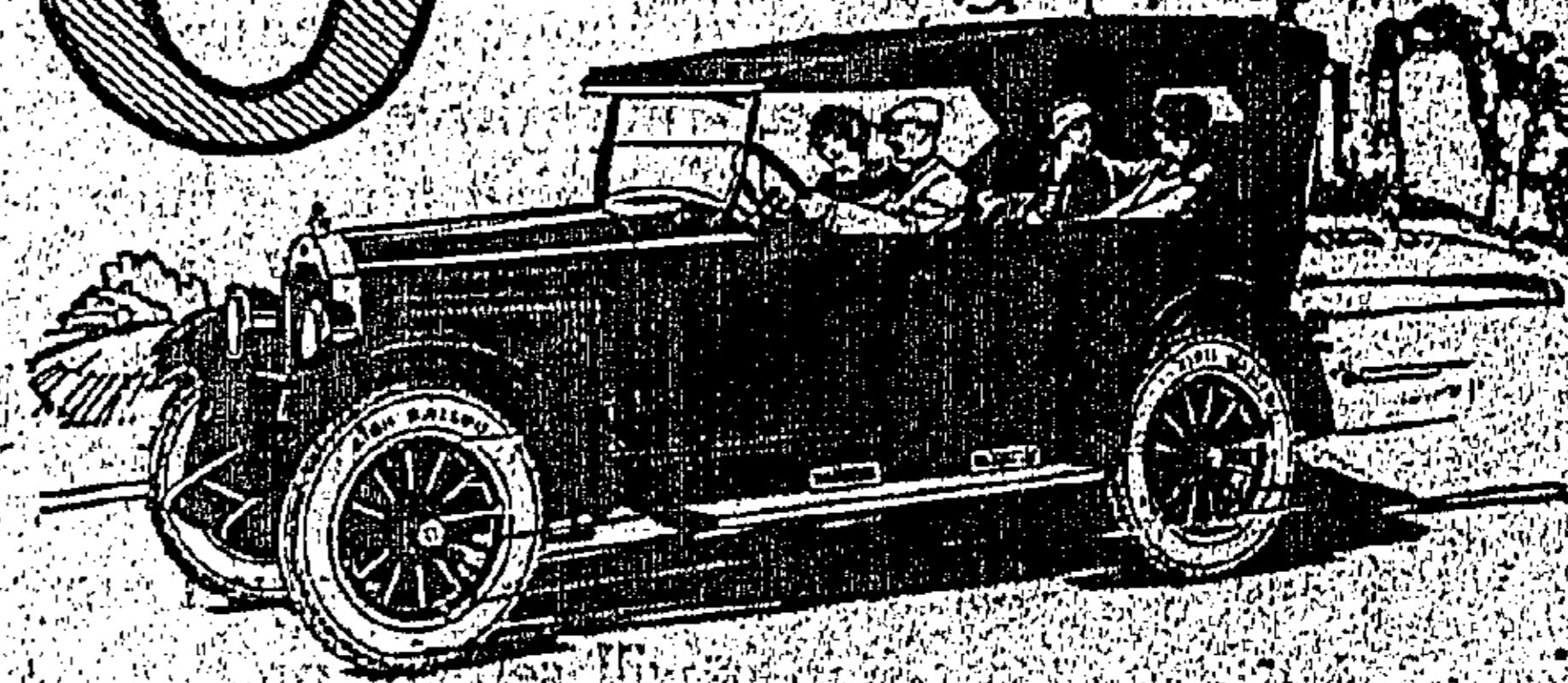
Absolutely positive mechanical four-wheel brakes—the perfect braking system of the most advanced cars of Europe and America—its system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road stability at all speeds; you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you're in a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

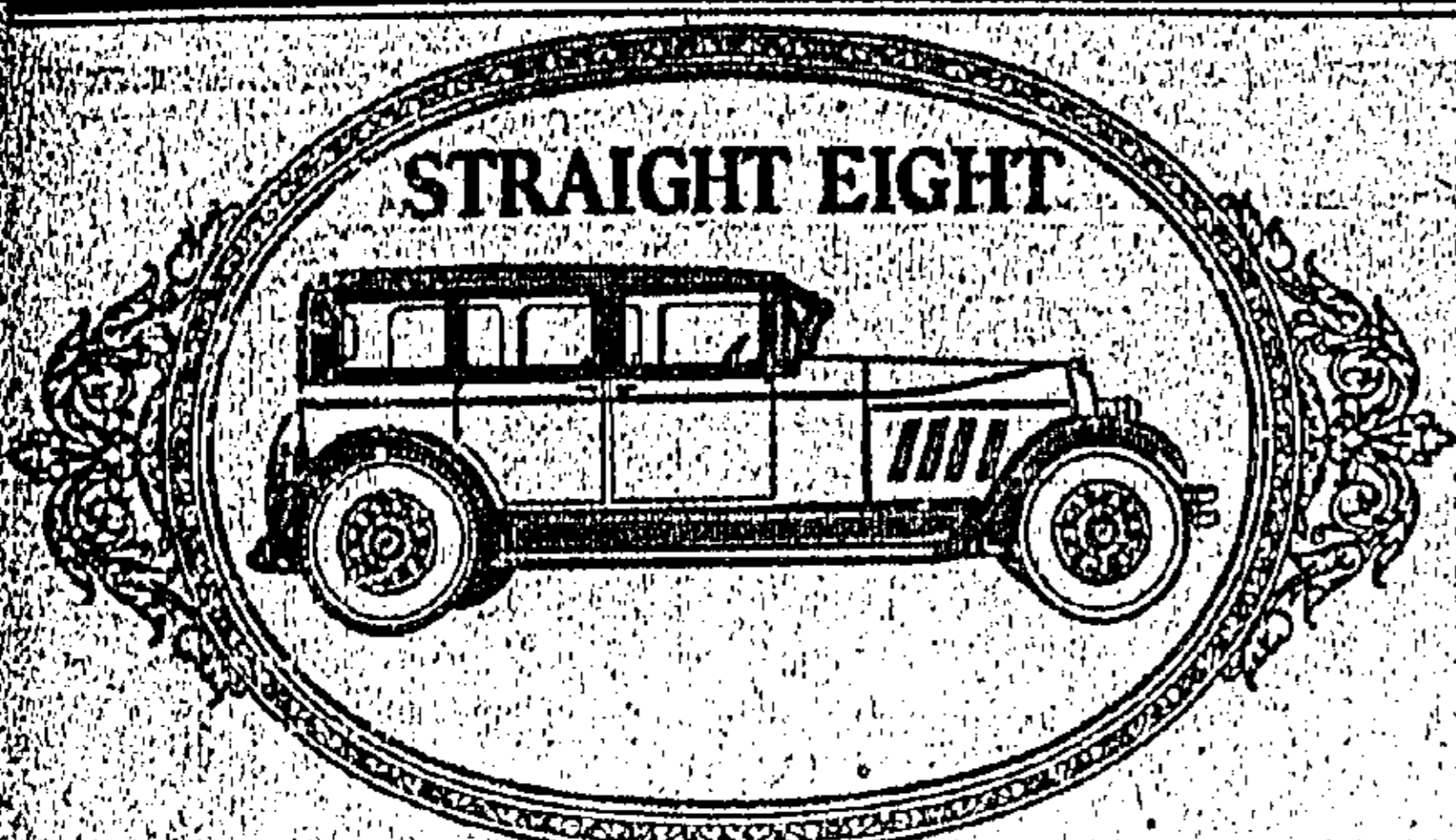
A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivaled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compared to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its robustness and comfort.



Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road, Central



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep power running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual sturdiness that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

人理代機方南國及港香

行洋信先

在九龍中環中環中環

第一一四號十中環中環

百即亦面 本報目價

Full Particulars from:

The UNIVERSAL AUTO SUPPLY Co.

67, Des Voeux Road, Central.

TAXI MEN MAKE RECORD.

During a three-month period, 132 taxi drivers in Cleveland established a record for safe driving. These drivers, who went without a single crash during this period, were given cash prizes, banquets, theatre parties and white gold signet rings.

Overhearing a youth in blue uniform ask the direction of the main road, near Portland, the 12-year-old daughter of P. C. Vardy ran to the police station and told her father. As a result John Summers (22), who had escaped from Portland Borstal Institution a couple of hours before, was recaptured.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

KEEPING OIL OUT OF THE CLUTCH.

Most modern makes of cars have clutches of the dry-disc type the clutching action being due to the friction of asbestos-copper fabric against steel. Such clutches are intended to operate without lubrication and if oil or grease gets onto their discs and their facings, they are likely to fail to engage positively.

ENGINE OIL ESCAPING INTO CLUTCH.

Despite precautions taken to prevent it, oil sometimes enters the clutch housing and causes serious slipping, the usual source of such unwelcome lubricant being the engine. In order that the clutch shaft may rotate relatively to the crankshaft, a ball-bearing, known as the pilot bearing, is fitted into the hollow rear end of the crankshaft, which supports the front end of the clutch shaft. This bearing requires lubrication and it is usually through it that oil escapes onto the clutch shaft and is whirled onto the clutch discs.

HOW THE OIL GETS IN.

Faulty oil retention at this bearing or an oversupply and inadequate return of oil from the rear engine bearing are the usual causes of lubricant reaching the clutch case. Excessive clearance between the crankshaft and its rear bearing bushing is sometimes the cause of an oil supply too great to be harmlessly disposed of. Needless to say, high pressure in the engine lubrication system is sometimes a contributing cause.

STOPPING OIL INTRUSION. Most clutch housings have an open hole at the lowest point, out of which entering oil can escape, and this should always be kept unobstructed. When oil enters the clutch case persistently, the cork or other oil-retaining washers, if any, at the back of the pilot bearing, may have to be replaced or the rear engine may have to be tightened to standard clearance.

CLEANING DISCS AND THEIR FACINGS.

In case the clutch begins to slip, as indicated by the engine's racing when the clutch is fully engaged, and oil is known to be present in the clutch case, it can be removed, temporarily at least, as follows: Plug the drain hole in the housing, pour in enough gasoline so that the discs will dip into it. Turn the engine over with the starter, with ignition shut off, for perhaps half a minute, engaging and disengaging the clutch at intervals and then drain out the gasoline thoroughly.

TREATING DISC FABRIC.

This should wash out the oil enough to overcome slipping, but if not the disc facings can be given greater holding power by treating them with a solution made from one teaspoonful of powdered rosin, dissolved in one pint of turpentine, the procedure being the same as for the gasoline treatment.

POSSIBLE CAUSES OF OVERHEATING.

Question: Why does the radiator of my Ford boil in twenty minutes of running? I

have applied radiator cleaning compound twice, the fan works O. K. and I have had the valves ground and carbon removed. Can it be that the timer has gone wrong?

Answer: The timer can be attached to the camshaft in one position only and if the timing-gears are meshed right and the spark control rod is not bent, ignition timing should be all right. You might look for some of the following defects: Low, reverse or brake bands dragging, poor engine oil or stopped up oil distribution pipe jammed tubes in the radiator or faulty rubber hose connections. The fan may seem to run all right when it actually does not do so positively, at high speeds. The belt should be tight enough so that it takes a perceptible force to turn the fan by hand. Too rich a gasoline mixture tends towards overheating.

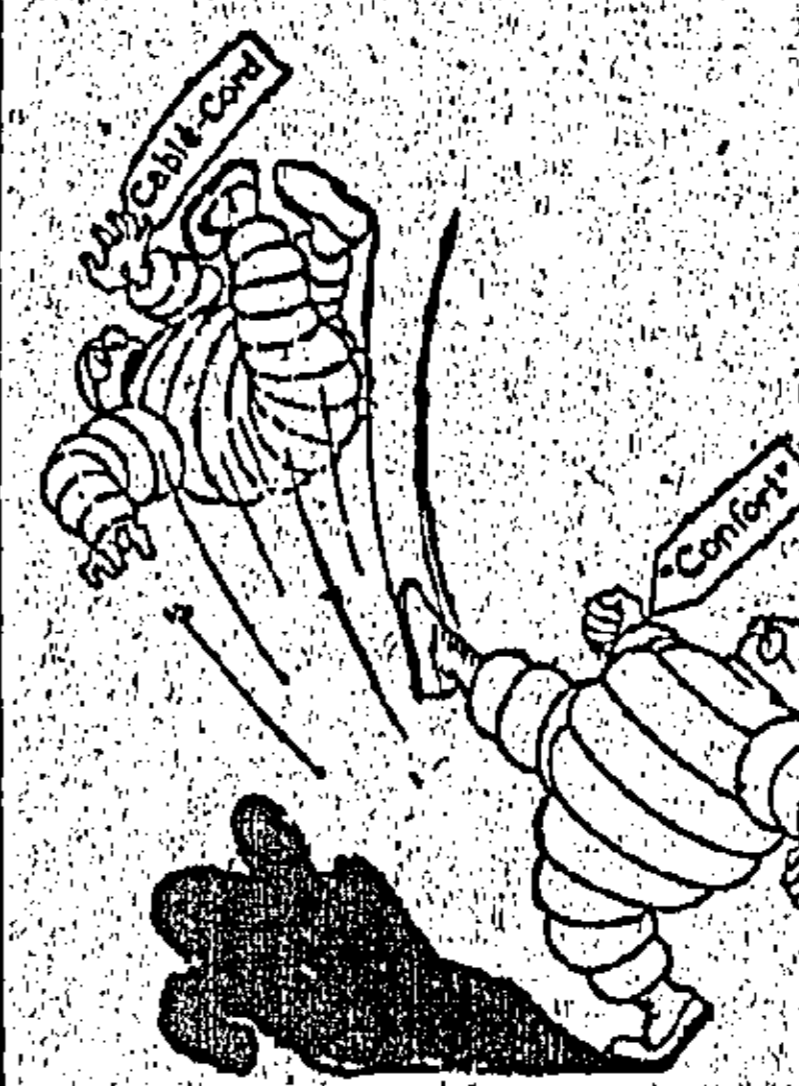
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Question: The tilting seats of my coach seem to have rather stiff upholstery and I find that they ride pretty hard. Is there any suggestion you can

make in regard to making them more comfortable?

Answer: There is a device which it might be worth your while to try, consisting of a special spring that can be inserted to cushion each rear leg of such seats. The spring member is of spiral form and takes the

place of the ball, which usually forms the foot of each rear leg. This gives the chair considerable resiliency which should reduce road shocks and give the effect of increased softness to the seating. Your dealer can probably furnish these special spring attachments.



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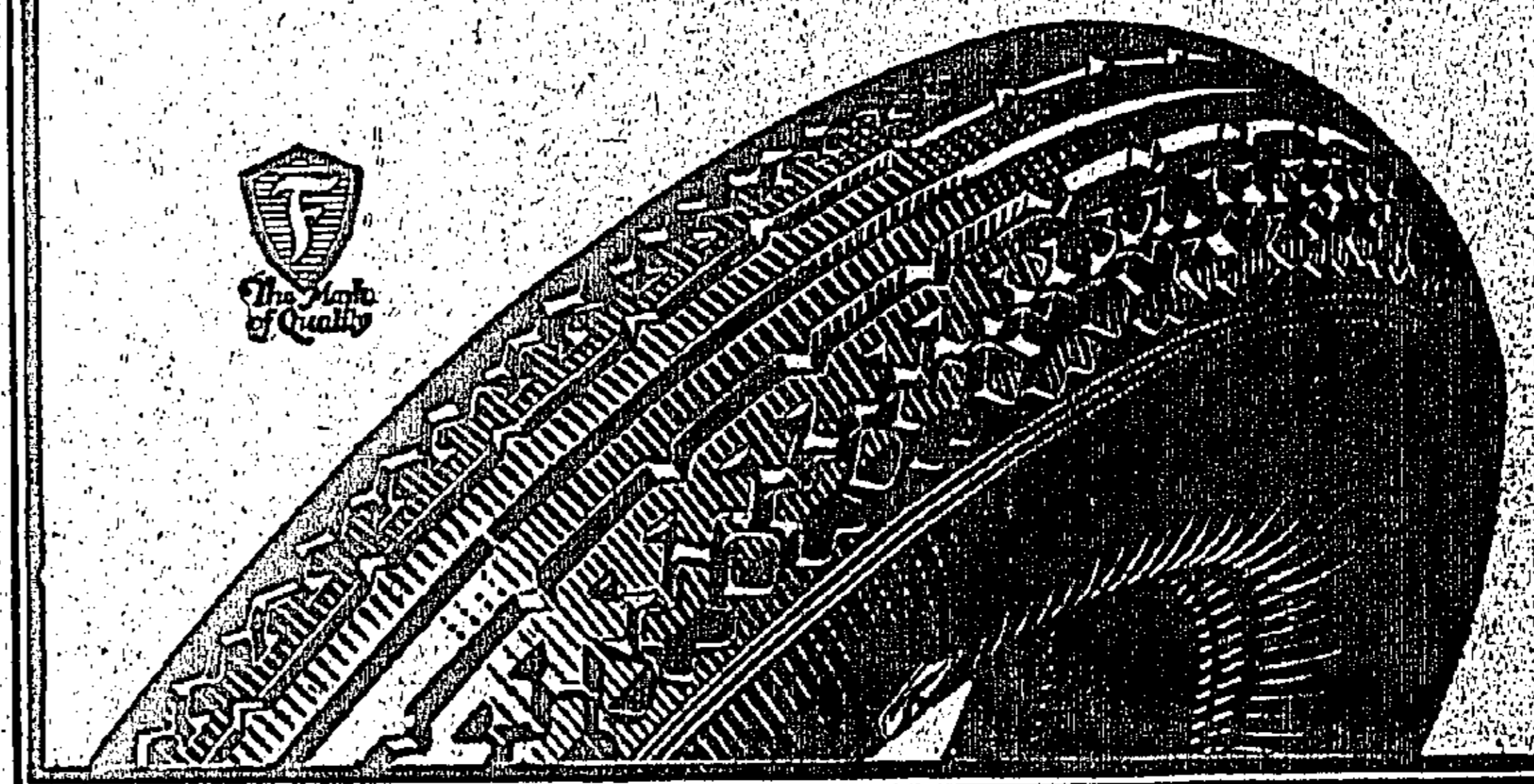
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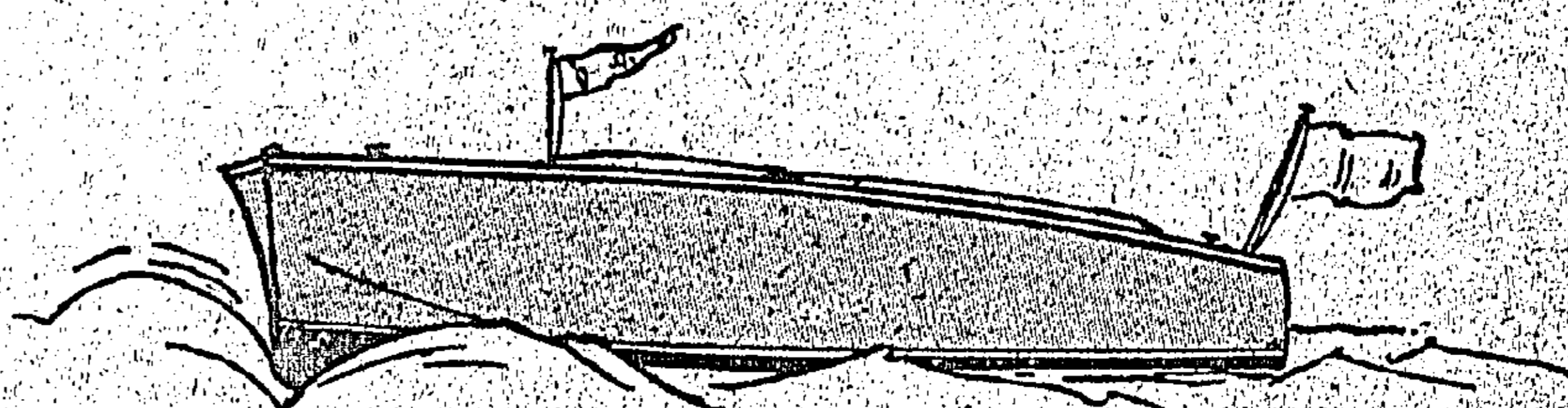
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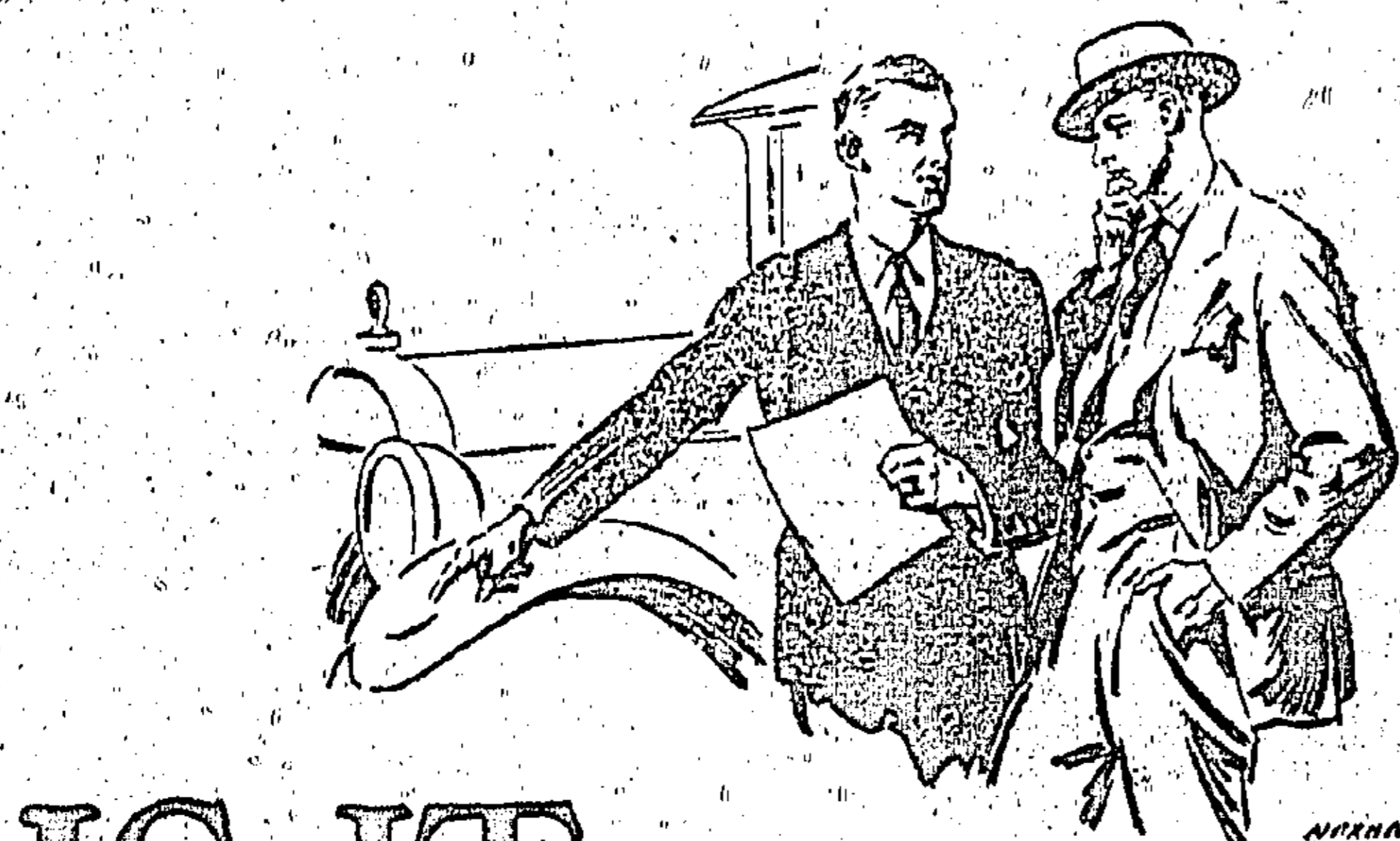
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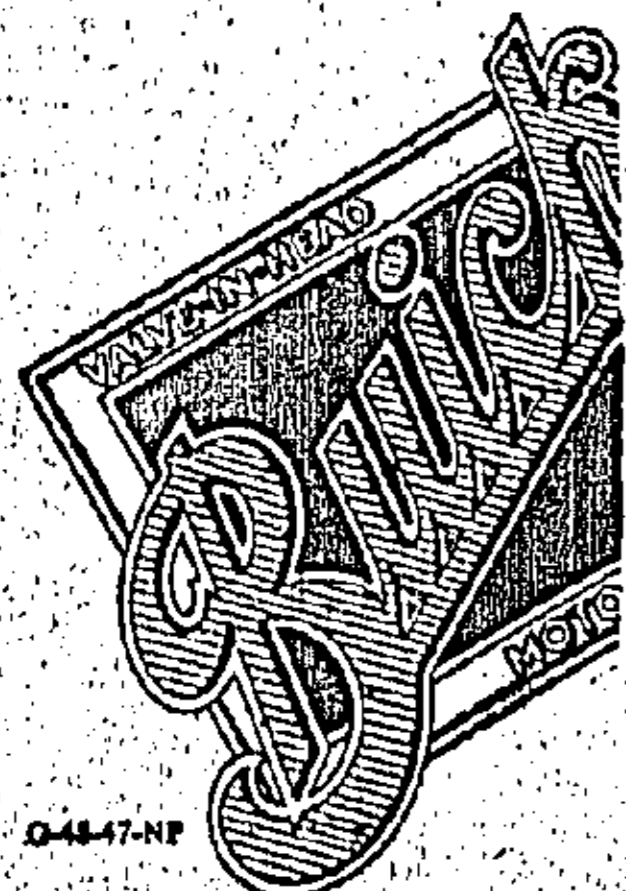


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KARACHI SWEEP BY
CYCLONE.CITY LIKE AN INLAND
SEA.

MUCH DAMAGE DONE.

Karachi has just experienced the worst cyclonic rain storm known in this part of India for some decades, says a Simla message of the 7th instant. Over twelve inches of rain fell within six hours, more than twice the average annual rainfall of Karachi.

At night torrential rain and hurricane-like winds converted the whole city into an inland sea, rendering transport impossible. Tremendous currents of surplus water swept almost everything that came in their way including a number of bullocks and cows and camels.

The wind in its merciless fury uprooted some of the largest and oldest trees, tore off the roofs of several houses, threw down fifty telegraph poles, and actually blew down three large houses, where several people were injured by the falling debris, and a child of three was killed outright.

Outside the city limits also the storm wrought considerable havoc. The road leading to the R.A.F. Depot was so badly breached that it was not passable.

Telegraphic communications with Karachi from outlying districts were off. No trains were able to leave Karachi for the Punjab owing to serious breaches on the N.W.R. between Landhi and Karachi.

The train services were however, later slowly resumed.

The McLeod Road and several leading thoroughfares were several feet under water and the maidans and parks were so many lakes.

"THE BLACK PIRATE."

BIG FILM AT THE QUEEN'S

There were crowded audiences at the Queen's Theatre yesterday, when the big film, "The Black Pirate," was screened for the first time.

This film can be described as one of the most remarkable ever seen in Hongkong. One of its chief attractions is that it is in a new colour process, so that from start to finish all the scenes and action are in natural colours. There is nothing vivid or garish in these colourings—they are delightful tints, subdued and natural, and they mark a new era in cinema production. It must have cost a tremendous sum to produce such a picture, for there are some most spectacular scenes, whilst as far as excitement and thrills are concerned, these are almost without number. Indeed, the story is of a very imaginative order, some of the feats bordering on the impossible. This, to our mind, is the chief drawback to the picture, for in many respects the picture is overdrawn—especially the seizing of a huge merchant ship by the Black Pirate single-handed. However, the tale is professedly an extravagant fantasy, mainly intended for children.

Douglas Fairbanks, in the title role, has a huge part, and his acting is wonderful, whilst he receives able support from the other members of the cast. The film comes well within the "big picture" class, and, as we say, the colourings and general settings are most attractive.

ROSARY SUNDAY.

TO-MORROW'S CELEBRATION.

To-morrow is the Feast of Our Lady of the Holy Rosary, and, as customary, it will be observed at the Rosary Church, Kowloon.

In the morning, Mass will be said at 6.30, 7.30 and 8.30, with Solemn Pontifical Mass at 9.30 a.m.

The evening service will start at 4.30 p.m. and will include the Recitation of the Rosary, Procession, Sermon and Benediction. There will be no fewer than twenty-two groups in the procession, including various Catholic organisations, whilst Bishop Valorta will also take part in this portion of the solemn proceedings.

MIXED GRILL
& A Merry Miscellany
Ashley Sterne

I have so often had reason to repine the singular lack of initiative taken in mens' attire that the news that ornamental braces are coming into fashion has so inspired me that I feel I want to rush out into the streets and present all the policemen with apricots.



Braces are now being made, I understand, with pretty pictures woven into the shoulder-straps, and henceforth we beaux of Battersea and dandies of Dylwich will experience hitherto unknown aesthetic emotions when we daily gird up our loins. The only fly in the lute is that unless we become ostlers, or take to rowing a boat on the Serpentine, we shan't be able to show our braces in public. It won't be much satisfaction that our braces are ornamented with humming-birds and water-lilies if we have to conceal them beneath our waistcoats. Of course, we should abandon the wearing of waistcoats, and have a little loop-hole of cloth removed from each side of our jackets so as to reveal the embellishment underneath; but I think it would be a better plan if some arbiter of fashion were to set the example of wearing braces outside the jacket. There would be nothing indecorous in this. For many, many years it has been the fashion for navies to wear their garters outside their trousers.

At a Dutch auction-sale held in connection with an *alfresco* church bazaar a quantity of honey was sold at twopence per comb. Clearly a case of *honey sweet qui mal two pence*.

The Italian Government, I see, started a scheme to encourage the composition of new Italian operas by offering prizes to native composers who have not yet made their name. This announcement has caused that neglected but talented English composer Mr. Orville Buncombe, to travel post-haste to Italy with the object of naturalising himself as an Italian before the competition closes. He tells me he has a whole pantechneion full of operas which only require their librettos to be translated into Italian in order to become serious rivals to the works of Verdi and Puccini. He went on to say that a few years ago he approached the British Government with the suggestion that it should give him a prize for them, but with that marked apathy to native talent which our Government habitually displays, he merely received a curt letter from the Ministry of Health for Public Nuisances threatening him with a Civil List pension, coupled with the award of the M.V.O., if he did not remove his MSS. within seven days otherwise they would be destroyed to defray expenses.

After that, we may as well expect the long awaited State subsidy for establishing British grand opera as a Government grant for the founding of a Home of Twilght Sleep for Ostend rabbits.

CORRESPONDENCE.

Should Plumbers Perspire?

Sir,—As a plumber of many years' standing (chiefly standing looking at burst pipes), I strongly feel that there is no occasion for

any of my profession to perspire. It is all against the best traditions of plumbing. Perspiration can only imply excessive energy and speed—two objectional qualities which no self-respecting plumber would deign to cultivate. Yours lolelurely, Spigot T. Goosenack.

Sir,—My emphatic answer to this question, based on a lifelong experience of plumbers, plumbage, and plum pudding, is YES; or, on second thoughts, No. Yours vaguely, Barmion Crumpett, F.Z.S.

Sir,—I cannot agree with Mr. Astragal Ballcock's contention that all men, including plumbers, are at liberty to perspire as and when they deem it necessary. It is all very well for him to quote Pliny, but who the blazes is he? I cannot find his name in either Burke, Debreit, or the Army list. My personal opinion is that the practice of perspiring should be confined solely to the customers in Turkish baths. Yours indignantly, Swettenham Kniott (Lt.—Col.).

Last summer I was given clearly to understand that the straw "boater" was on its very last legs and would not re-appear this season. Contrary to all expectation, however, this dear old form of headgear is reported to have been seen in considerable numbers at nearly all our seaside holiday-resorts. It is well. Let us sing.

How very apt our proverb is! We all know two is company, which cannot brook a number three (Who's always in the way). And similarly it is sooth to say that any timid youth, who fights in wrath and runs in rath, must fight another day.

While we can likewise testify, that that most cautious policy of leaving sleeping dogs to lie is also very true;

And that the exception proves the rule—

A proverb which we learnt at school is clear to even the veriest fool. Who only thinks at random. Its application, we must own, is here; because "straws" have not shown.

The way which Fashion's wind has blown! Quod erat demonstrandum!

A new commercial use for aeroplanes has been found by despatching them over sealing grounds for the purpose of spotting schools of seals and reporting their position by wireless to the sealing fleets. I don't think it is generally known that the idea was originated some years ago by that eminent naturalist, Sir Batts Innes-Belfry. With the object of assisting the Greenwich whitebait fleet, he went up in a balloon to look for schools of these delicious little fish, which are easily discernible from above owing to their habit of swimming with the dorsal fin out of water. The wind, however, suddenly veered with the result that Sir Batts was rapidly blown away from Greenwich over the City. In the course of its transit the balloon knocked the weathercock off the



spire of St. Jemima's-in-the-Pantry, made a huge dent in the dome of St. Paul's, and finally crashed into the Law Courts' clock. It nosedived on to the lid of a 867A omnibus, the conductor of which peremptorily ordered Sir Batts off the vehicle for carrying bulky luggage without having first obtained his permission.

mutilated it greatly, and then passed it off as an original Russian play.

Capek's experience has been similar with many of his later works. And now comes the news that his novel, "Krankati" (which appeared in English a short while ago), has just been published in Russia under a false name. The translation was made, not from the original Czech version, but from Mr. Laurence Hyde's English translation. Neither the translators, Demi and Dabydova, nor Zuchan, the editor, nor yet the official critics, who dealt with "Krankati" in a recent number of the "Izvestija," speak of it as a Czech novel, and Capek finds himself, quite unexpectedly, ranked as an English author.

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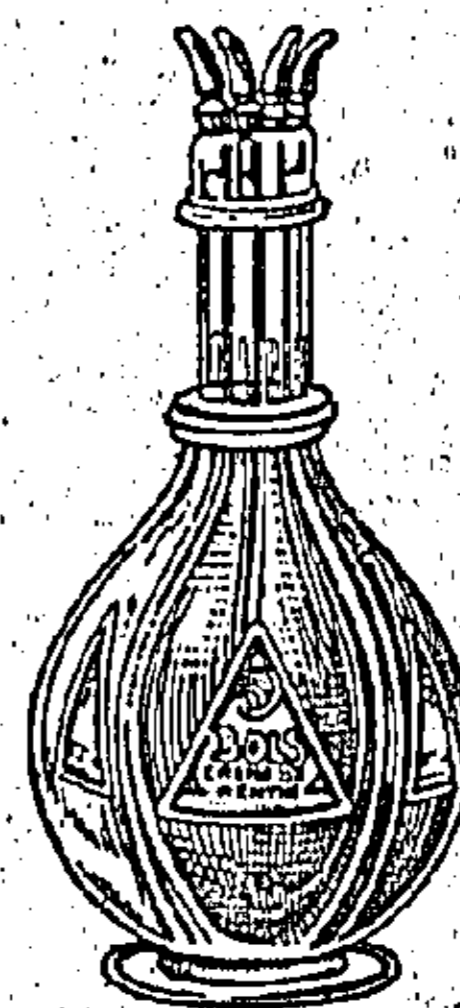
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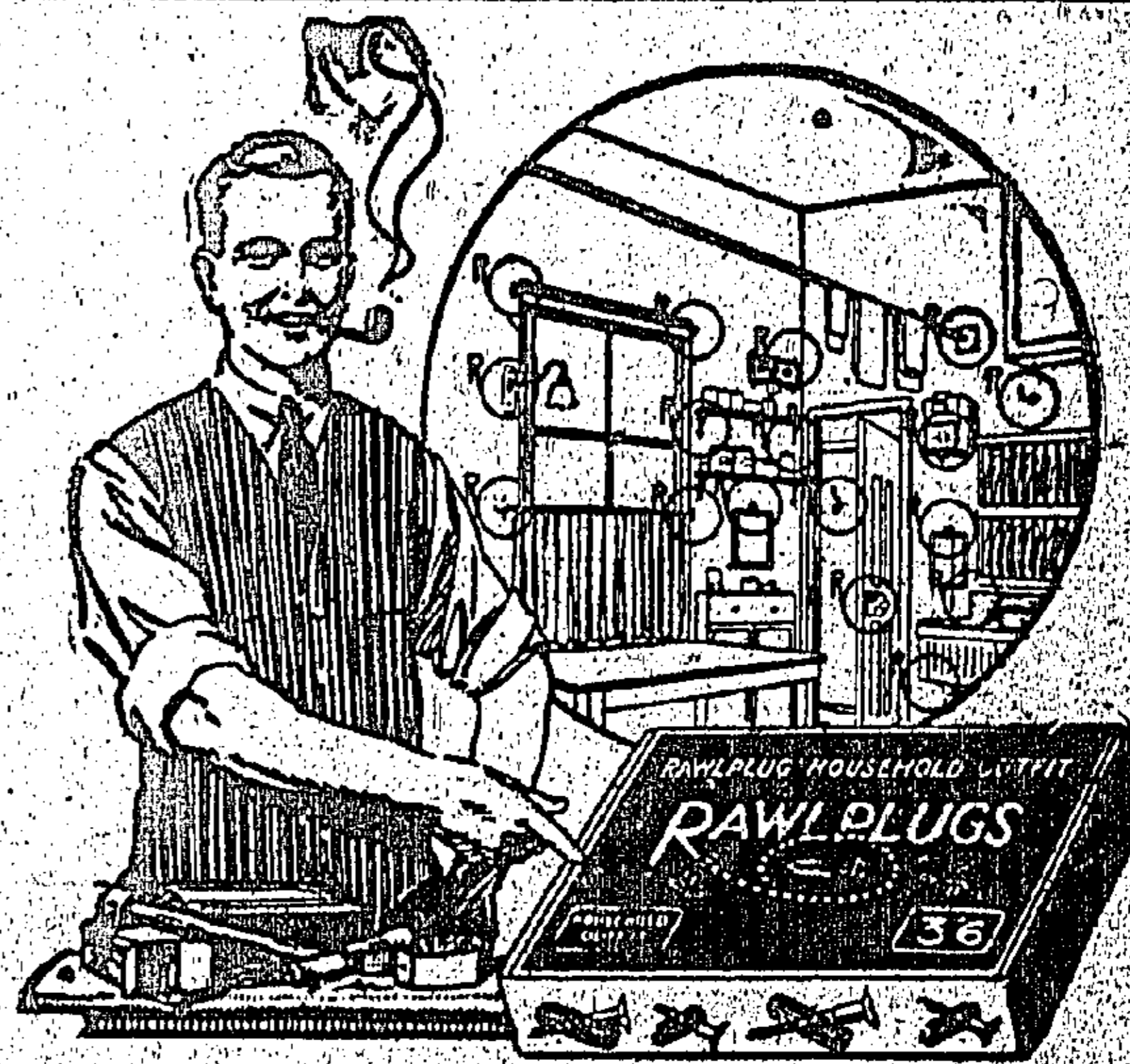
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END OF ROMANOFFS.

STORY OF THE LAST DAYS.

Stripped of all details the tragic story told by Bykoff in his book based on hitherto unpublished official Russian documents is as follows:—

Early in 1917 the menace of revolution convinced the rulers of the old Russia that some concessions were inevitable. The plan of converting the absolutism of Tsar Nicholas II. into a constitutional monarchy was much discussed. Even members of his own family thought it would be wise if he were to abdicate in favour of his brother Michael Alexandrovitch. But the Tsar himself remained entirely unimpressed by the gathering symptoms of disaster. On March 11 there was serious rioting and revolution was in the air. On that day he wrote to the Military Governor of Leningrad—it was Petrograd then—"I order you to put an end to disorders, unpermissible in the grave period of war with Germany and Austria, in the capital to-morrow." On the morrow it was too late. The capital was in the hands of insurgent soldiers and workmen. On March 15th the Tsar abdicated in favour of his brother. In his introduction Bykoff gives a brief account of the "White Terror" under Nicholas Romanoff. In the years 1905 to 1909, he says, 6,288 men and women were sentenced to death by hanging in Russia. More than half of these were sentenced by the military courts "by order of his Majesty." In the year 1908 the number of executions varied between seven and 36 every week.

When they heard that Nicholas was to be succeeded by Michael, the revolutionary masses were infuriated at the prospect of having "yet another Tsar," and civil war was feared. Michael Alexandrovitch was never enough to sign a document renouncing the succession.

Hope of Refuge in England.

Nicholas stayed at Tsarskoe Selo—Nikolai Detkoe Selo. His personal safety was by no means safe. He hoped he might find a refuge in England with his family. The British Ambassador, Buchanan, informed the Russian Foreign Office that "His Britannic Majesty's Government would be happy to provide a refuge in England for the Russian Tsar." In the night of March 22 the Executive of Petrograd Soviet heard of the plan to allow Nicholas and his family to leave for England. The Soviet decided to arrest them, even at the risk of a breach with the Provisional Government. Deputation upon deputation called upon Kerensky to have Nicholas II. executed, or at least to have him interned in the fortress of Peter and Paul or at Kronstadt. In June the Provisional Government received an official intimation from London that Nicholas would no longer be welcome there, "that the admission of the former Tsar and

his family to the territories of the British Empire was not possible before the end of the war." As the second revolution approached, the Provisional Government decided that it would not be safe for the Romanoffs to remain so near Petrograd. On August 14 the Tsar, his family, and his retinue—35 persons in all—were transferred to Tobolsk in Siberia. Here they lived in comparative freedom, receiving letters and presents in abundance.

The news of the second revolution—known as the October or Bolshevik revolution—took a fortnight to reach Tobolsk. Towards the end of November a committee of soldiers was formed to guard the Romanoffs, for it was feared that an attempt would be made to rescue them and place them at the head of a counter-revolutionary movement. As an additional precaution they were transferred to Ekaterinburg. They dreaded the journey, but the Tsaritsa was convinced that the ice on the Tobol would break up by divine intervention and their departure would be postponed. Nevertheless the ice remained firm. The journey began on April 26. The Presidium of the Central Executive at Moscow decided to try Nicholas at Ekaterinburg, where he was kept a close prisoner. Trotsky was to act as public prosecutor.

But the civil war was spreading to the Urals. Cossack irregulars were advancing, and behind them the Czech legionaries. Numerous attempts were made by unknown persons to get into touch with Nicholas. He, too, tried to communicate secretly with the outside world. As the capture of Ekaterinburg by the "Whites" seemed imminent and the trial of Nicholas could no longer take place as planned by the Moscow Executive, the Soviet at Ekaterinburg, fearing that he might be rescued, decided upon his execution.

Moscow Executive's Approval.

At midnight on July 16, 1917, Nicholas Romanoff, his wife Alexandra, his son, his four daughters, and four attendants were taken into the cellar of the house in which they were imprisoned and shot. Their bodies were buried in the forest. All traces of the burial place were removed so that the "Whites" should never find it. When the Moscow Executive heard of the execution it decided that, in the circumstances, the Ekaterinburg Soviet had acted rightly. Michael Alexandrovitch was held a prisoner at Perm. His execution was demanded in mass meetings and demonstrations of soldiers and workmen. On the night of July 12 to 13 he was kidnapped by some workmen from the town who eluded his guard by means of forged papers. They took him into the forest and shot him.

The remaining Romanoffs—the Grand Duchess Fedorovna, the Grand Duke Sergei Michailovitch and Yelena, the former Queen of Serbia, the three sons of the Grand Duke Konstantin Konstantinovich, and the sons of the Grand Duke Paul Alexandrovitch—were

THEFT OF BONDS.

SECURITIES WORTH \$15,000.

Paris, Oct. 1. A case containing 1,500 Chinese Loan Bonds, valued at fifteen thousand pounds sterling, was stolen from a van in Avenue De l'Opera, in the absence of the driver. It is understood that the numbers of the missing securities have been telegraphed to the banks in London, and other centres where they may be offered for sale.

Later. The stolen Chinese securities mentioned earlier, valued at two million francs, were on route to Gare St. Lazare for despatch to the Hongkong Bank. The case was discovered to be missing when the van arrived at the station. Fortunately, the securities cannot be disposed of in France. —*Reuter*.

SOUTHERNERS ANXIOUS.

DESPERATE FLIGHT OF WUCHANG.

Shanghai, Oct. 1. A message from Hankow dated Sept. 30 states that attacks on the Southern forces are reported from both up and down river. Extensive operations are in progress and Southern reverses are reported from the Kiangsi and Hunan fronts.

There are indications that the Southerners are getting nervous regarding their position in Hankow. Anti-British propaganda has not been noticed in the vernacular papers for some days. —*Reuter*.

Peking, Oct. 1. That the tide is beginning to turn against the Southerners as regards the military situation in Hupeh and Kiangsi seems indicated by the latest telegrams from foreign sources now reaching Peking.

Hankow messages of Sept. 29 state that there is ample evidence that Sun Chuan-fang's troops are approaching Hankow northward of the Yangtze, and have already reached Kwangchow, forty miles below Hankow.

Large bodies of Kiangsies have been seen in the vicinity of Tayeh Lake, at which the Cantonese are stated to have suffered a severe reverse.

Indications point that this force is moving westward, towards the Hankow-Canton line, thence north-westward towards Wuchang. The Southern military and civil authorities at Hankow appear much less optimistic with regard to the situation. —*Reuter*.

prisoners at Alopavsk. As the "White Front" approached, the Ural Soviet decided on their execution also. They were shot in the night of July 17 to 18. Ekaterinburg was taken by the "Whites" on the 25th.

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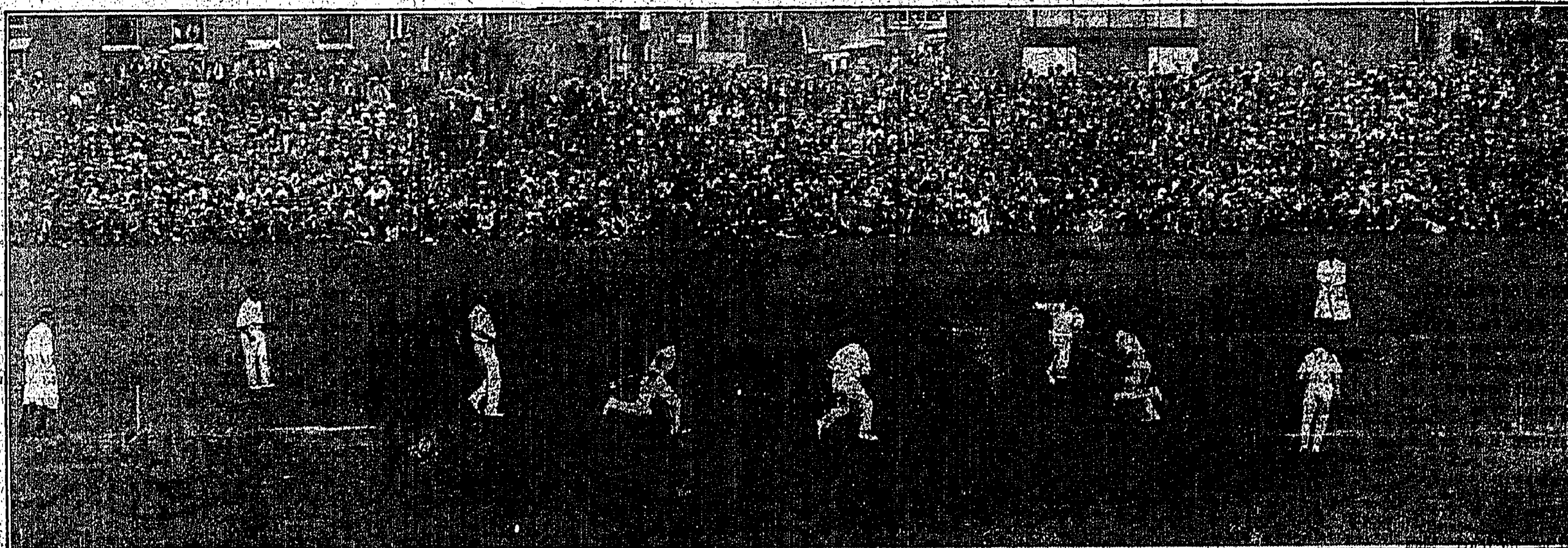
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HOBBS' CENTURY IN FINAL TEST MATCH.



HOBBS' HUNDREDTH RUN.—Hobbs and Sutcliffe making a short run which completed are—Bardsley, Gregory, Sutcliffe, Richardson, Andrews, Hobbs, and Ponsford. This is the eleventh time Hobbs's 100. The ball can be seen a little to right of Hobbs. Heading from the left the players that Hobbs has scored 100 in Test Matches.



WOMEN'S INTERESTS



This frock consists of black velvet bouffant skirt, shirred over paniers with a front panel of rhinestones and pearls and is creating a sensation in Paris.

WINTER MODES.

It seems strange that the buyers in the big shops are already casting their thoughts forward to the materials we shall wear next summer. Paris is only now in the midst of showing her "winter dress collections" and London will not send out invitations to "dress shows" until some weeks later!

Meantime, stocks for the coming winter are already in the shops waiting for the first cold snap in the air—and then they will be on view.

Reversible materials are many. The new charnelaine has a gabardine back and a wool face. It is made in some of the most exquisite colours—rather soft

tones and yet with none of the insipid washed-out effect of the real "pastel" shades.

There is no lack of materials for our new winter coats. One of the most famous French firms has brought out a new velours called "Leda." In appearance it is almost like suede, but in reality it is a very finely woven woollen and it is to be seen in a tremendous range of colourings.

For really heavy-weight coats another material of the same family, only much heavier in weight, is predicted a great vogue. It is called Kangola.

A Special Material.

Another firm with a celebrated name has patented a special material which looks like a fine hopsack with a brushed wool surface. It is made of the finest Kashmir wool, and although it is extremely light and soft, it is exceedingly warm. This will probably be used a good deal for "two pieces." The "natural" flannel fabrics that have had such a tremendous popularity are being dyed in reds, purples, greens, blues, and so these materials are promised a second lease of life.

For frocks there is a mixture of artificial silk alpaca, which is reversible, and made in some charming soft shades with what the French call a poudré effect. This is achieved by a new process by which a specially prepared liquid is sprayed on the fabric, and where it touches it bleaches a tiny speck of the background—the finished effect is quite fascinating. The back, of course, is plain, and can be used for "trimmings," like collar, cuffs and strappings for shoes.

Another mixture material is called "Slesia." This is a combination of wool and artificial silk, and is very soft and attractive.

There has been such an orgy of patterned chiffons and silks during the summer that a reaction has set in. This winter the vogue will be for absolutely plain or slightly speckled effects—the latter are as popular as the former. When there are patterns at all they are in the form of borders—very, very deep borders, almost as wide as the material itself, and composed of simple geometrical patterns.

LONDON FASHIONS.

Wallflower ranging from mellow red to richest brown is already accepted as a mid-season novelty and is likely to grow in favour. Prune, which has not been much worn for some seasons, is the colour of many early autumn materials, and a bright navy blue, bottle green, and Lincoln green are also to be seen, with many warm tortoiseshell browns and various blended tones either of the same colour or mixtures, according to the material. Mulberry, pansy, wine, and other rich tones are also to be observed.

Crepella, which was not a great favourite at first, has gradually found appreciation, and there is a new double crepella already in use and likely to be suitable for jumper suits or early autumn two pieces. It is heavier than the former crepella, and is yet light, giving slimness and warmth without weight. It is produced in tortoiseshell, prune, rouge, blue, blond, moss green, and bois de rose. The pleasant new Saxony suitings are in both plain and fancy designs and are in wallflower and dark tortoiseshell, prune, and plum as well as blue. Then there is Leda velour—another material from last season which made good because of its lightness and distinction. It looks well in wallflower, burgundy, navy, and old rose.

There are several new stockinettes and jersey kashas. An interesting stockinette is "djerisid" with a silky finish and made in a Japanese kind of design. The colours do not look as odd as they sound; on a green ground there are yellow, blue, red, and orange; on a red ground, yellow, blue, and green; on a brown ground, blue, yellow, green, and pink. This material would make up into gay dresses or jumper suits. Jersey kasha with a mother of pearl finish is made in ruby, salmon pink, green, and an agreeable honey-suckle beige.

A new flannel for motoring coats is most in demand in the colour generally called "natural"—a wheat tone which serves many purposes; it is also good in nut brown, wine, light navy, and "rouge" red. A reversible new bordered blanket tweed needing no lining is also suitable for big loose-fitting coats for journeys, and there are various other wollen fabrics with corduroy or a basket design in the new colour range. A velour de Smyrne with a silver warp is produced in tortoiseshell, fawn, and bois de rose. Other new woollen materials for dresses and suits show diagonal designs in two tones, and there are amusing Indian designs in kasha, lozenge designs and long panels for decorative autumn clothes.

THEY SAY IN PARIS—

That there is a tremendous vogue for leather trimming, and leather accessories of all kinds, particularly for the holiday and travelling season. Hats, short coats, long coats, collars, cuffs, pocket-flaps, buttons, bags, belts, all appear in suede and leather of every hue. The colours either match the tweed or woollen clothes with which they are worn or form a bright contrast.

Coloured shoes are making another bid for favour, but the fastidious Parisienne does not care for them except for beach or holiday wear. The only ones she accepts for town use are the perfectly plain, dark blue kid pumps which the smartest women are wearing with dark blue clothes and beige stockings.

The newest necklace is a kind of slave circle—a plain band of gold which encircles the neck like the new old-fashioned "choker" beads. It is invisibly jointed and fastened, but has the effect of a straight ring. A similar circle, though of course smaller, is worn on one wrist.



Three costumes for the traveller. Left to right, kasha and jersey combination with a pleated skirt; a sleeveless coat with blouse of white jersey, sketchedly embroidered in black and red; a topcoat of blue and white, untrimmed, but distinctive.

FASHION NOTES.

If you have two colours in your costume it is chic to unite them by wearing two grosgrain ribbon hat-bands, one of each colour, the outer band half covering the inner one. The ends are drawn through a plain buckle, or tied in a plain bow through which are stuck a couple of pearl or crystal pins.

The growing vogue for bloused bodices is likely to mean the end of all-round fullness in skirts, as the combination would result in a shapeless, bulky sort of silhouette. The fullness in the new skirts tends to be concentrated at the front.

French shoemakers are making practically no boots for the coming winter, but they are anticipating a great demand for the smartly cut cloth and leather gaiters which began to be popular last winter.

If you have a striped sports costume, be sure that the stripes are used horizontally. With the pleated effects we like now, downward stripes are apt to confuse

THIS WEEK'S RECIPE.

CHOCOLATE PEPPERMINTS.

Three cups of granulated sugar, 1 cup of hot water, 1 teaspoonful cream of tartar. Boil down until it looks like threads as it drops from the spoon. Remove at once from the fire and add 5 drops essence of peppermint (perhaps more), beat hard till it begins to cool; drop it on grease-proof paper, and when cool dip into 4 ounces of melted chocolate and replace on the paper to harden.

The design and motif of the great dressmakers are using them.

Shaded sequin frocks are among the smartest that are being shown for evening wear. Frocks shading from cream through brown to orange and from pale mauve to deepest violet are very effective.

The plain felt hat with a moderately high crown and rather wide stiff brim is making a bid for favour, but the small, close-fitting hat is as popular as ever.

THE PATRONISING GIRL.

She is not popular among other girls, and the sooner she realises the reason why, the better for her. Many a girl is so filled with her own importance that, unconsciously perhaps, she begins to put on patronising airs. It may be because she is a social success or because she has achieved fame in her profession or business and has accustomed to flattery; but more often than not she is the girl whose opinion of herself is far superior to that which other people have formed of her! The really successful woman is generally the most unassuming; if she is not, then she has not gained success in the truest sense of the word.

Sometimes the patronising girl wakes to the sense of her attitude through disappointment, through sorrow or through taking the advice of a friend for what it is worth. And to cure herself it is not necessary for her to eat humble pie. All she needs to do is to think less of herself and more of other people.

BROCHE FABRICS.

Broches in little jacquard patterns are all the rage and these broche fabrics combine most happily with contrasting materials in two-piece suits. One such frock had a long-bodice in plum-coloured broche and a pleated skirt of royale silk to match. It was worn under a coat of royale corded silk.

A second very striking model included a gold-coloured broche that worn over a frock of which the top part was in gold crepe-de-chine to match, printed with an effective design of a wide stripe of massed roses in rust shades. The pleated skirt was made of the broche.

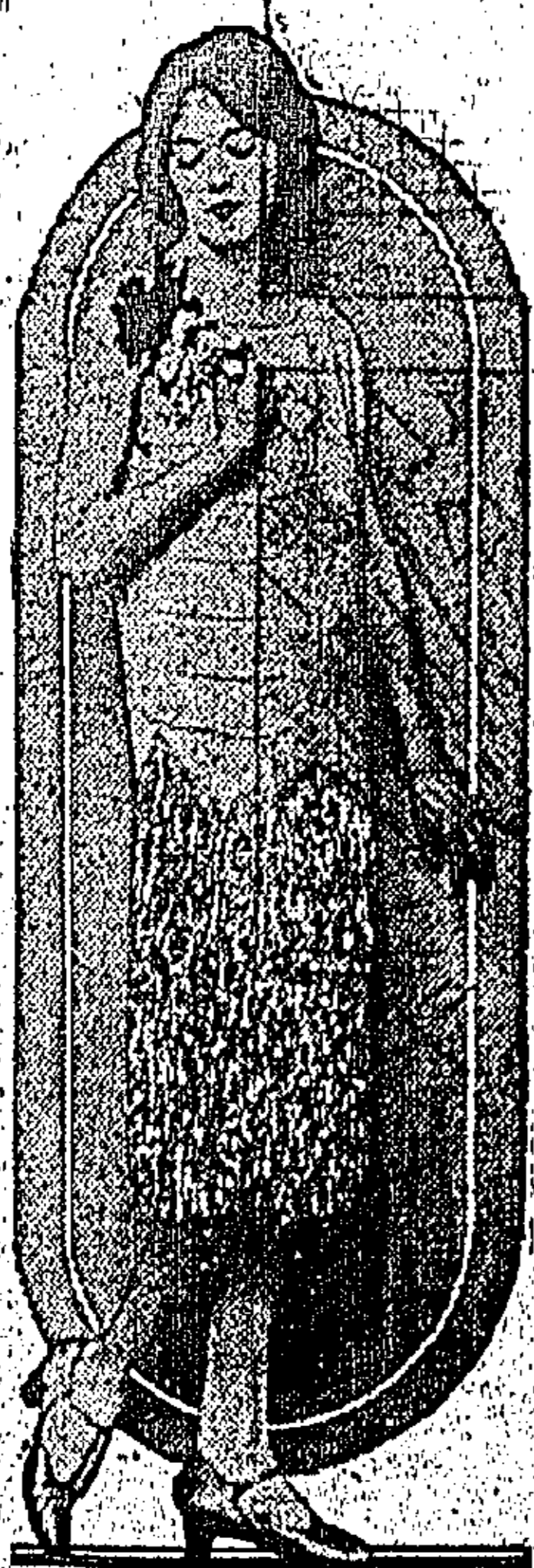
A fabric mid-way between a cotton velvet and a Lyons silk velvet is made in Manchester. With its delightful softness, suppleness and sheen it is a triumph of the loom, especially when one considers that velvets are in the early stages of experimentation compared with other artificial silk materials.

The New Beading. A most interesting synthetic side-line exhibited was a new method of beading by which small beads are applied to art silk, and other fabrics from chiffon to velvet, and riveted instead of sewn on, so that it is impossible for the snapping of a single thread to let loose a shower of beads as when they are sewn on in the ordinary way.

These beaded fabrics are very inexpensive and can be washed or dyed and even ironed, if placed on a soft black cloth.



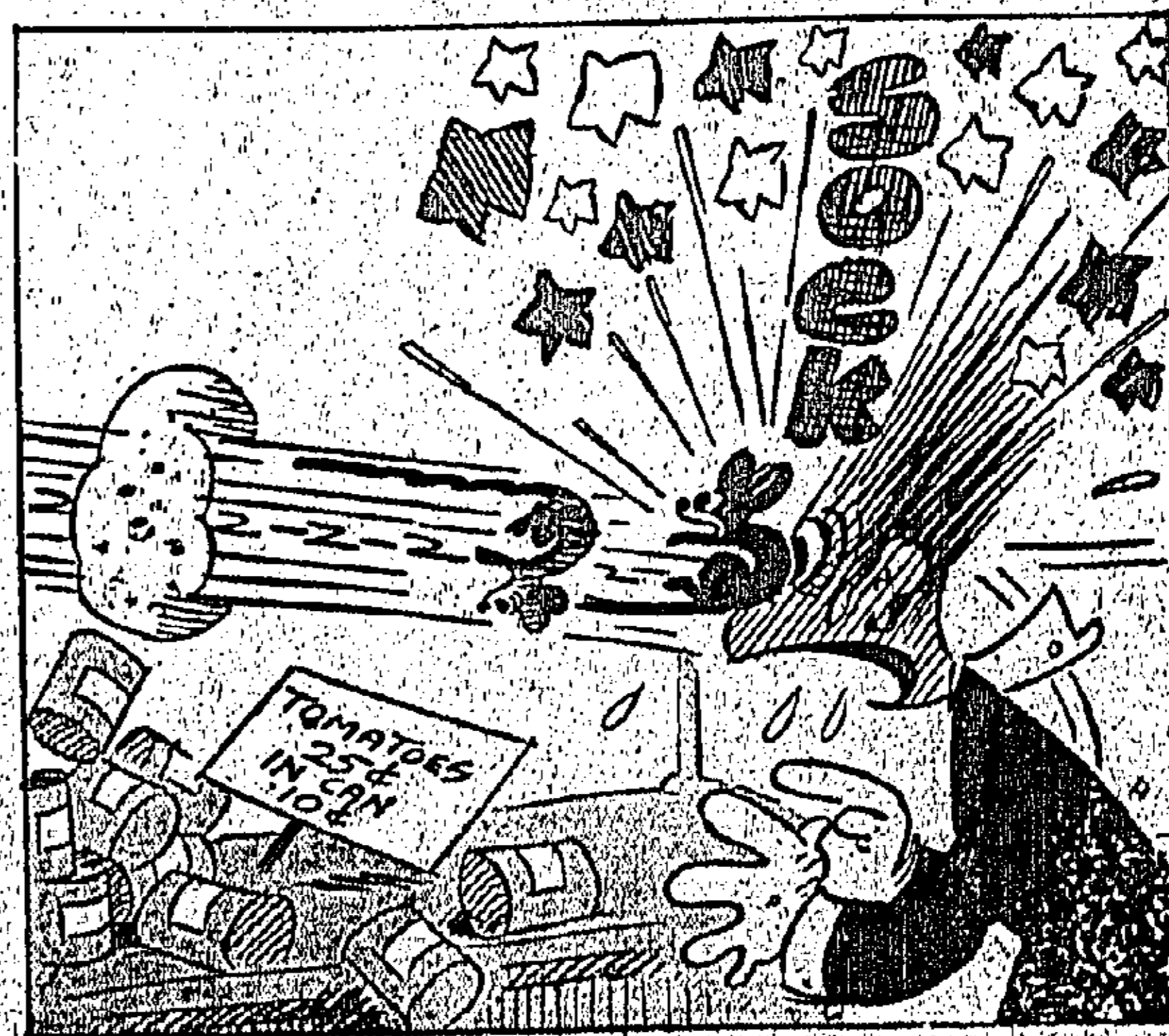
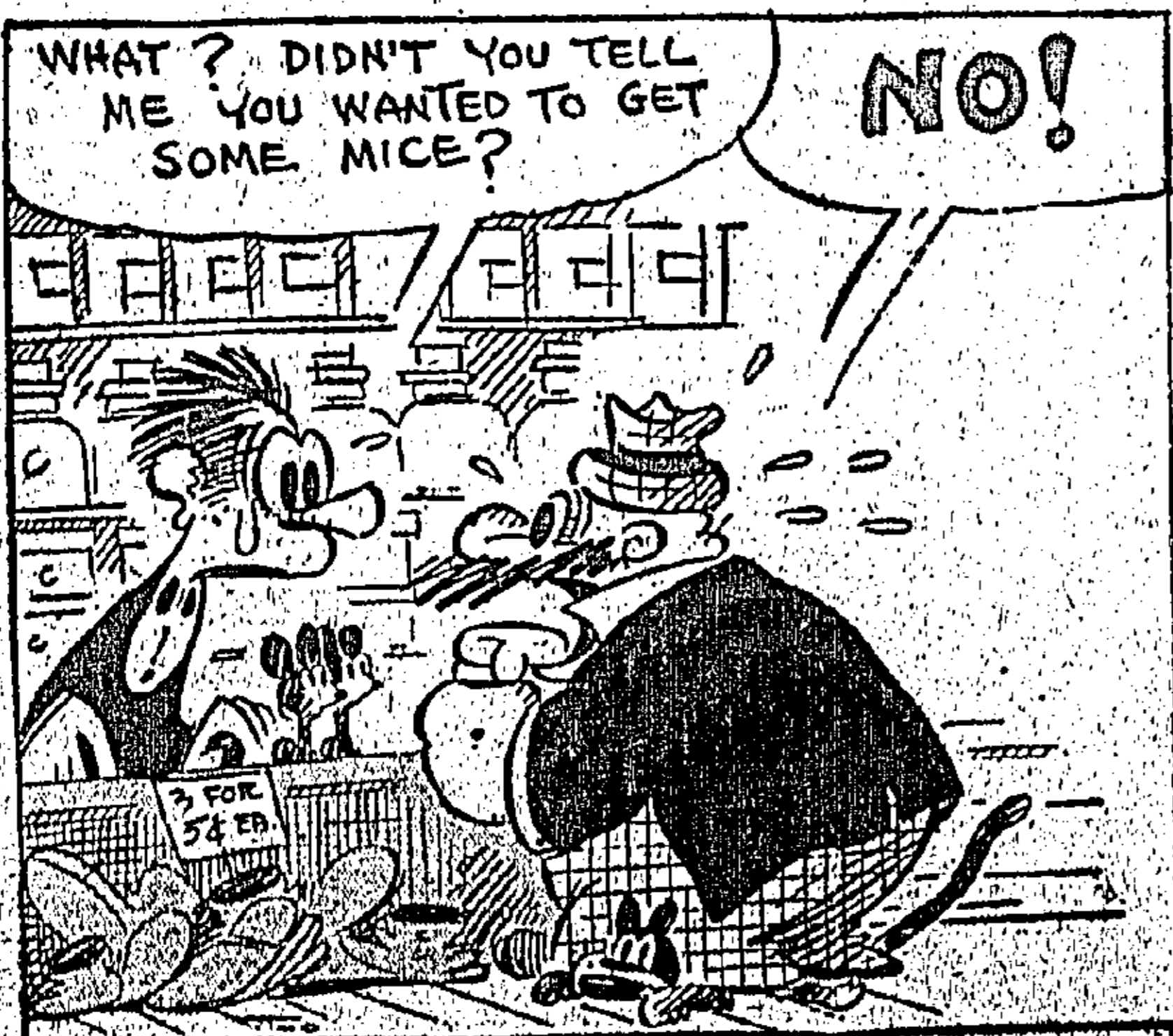
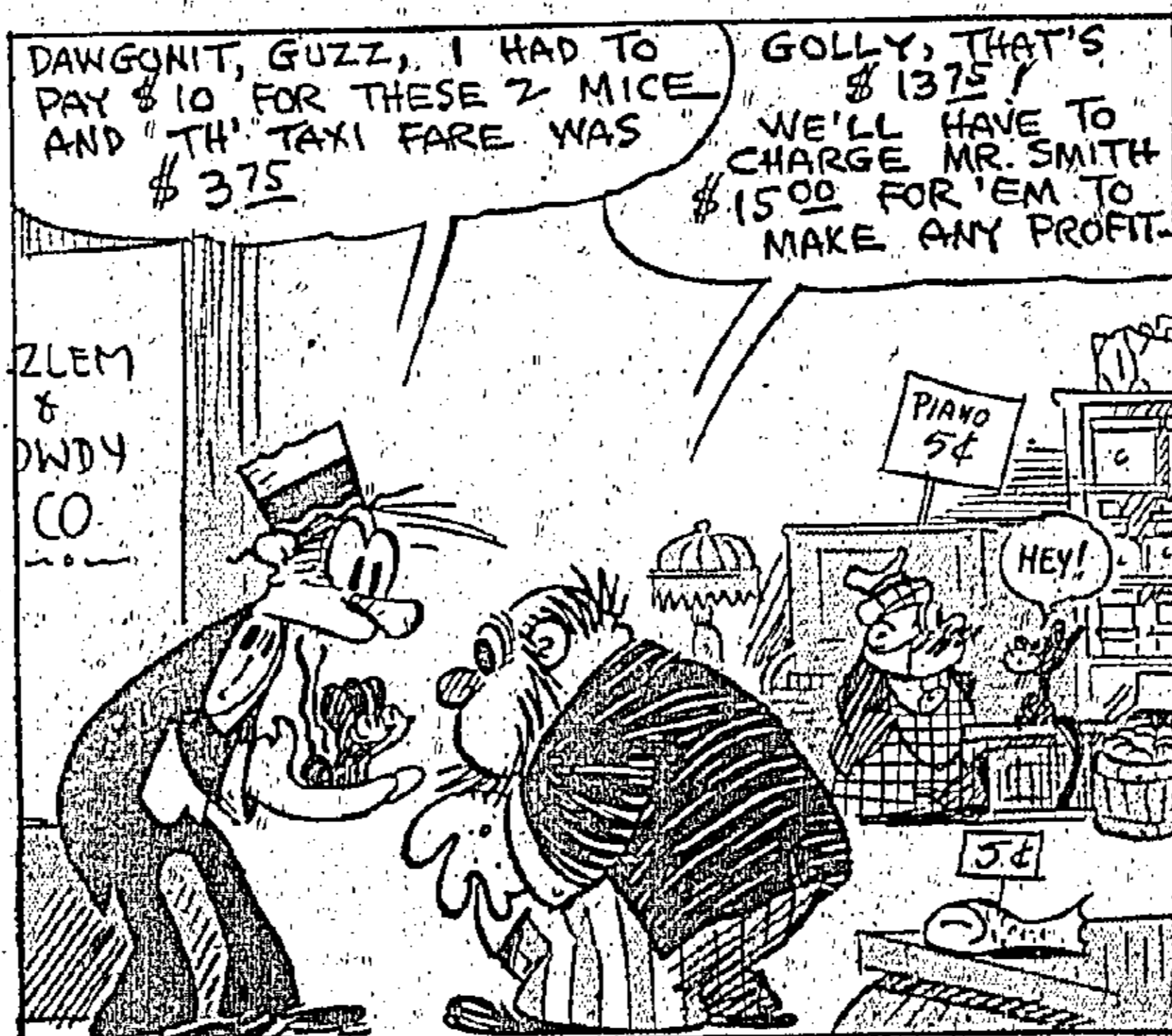
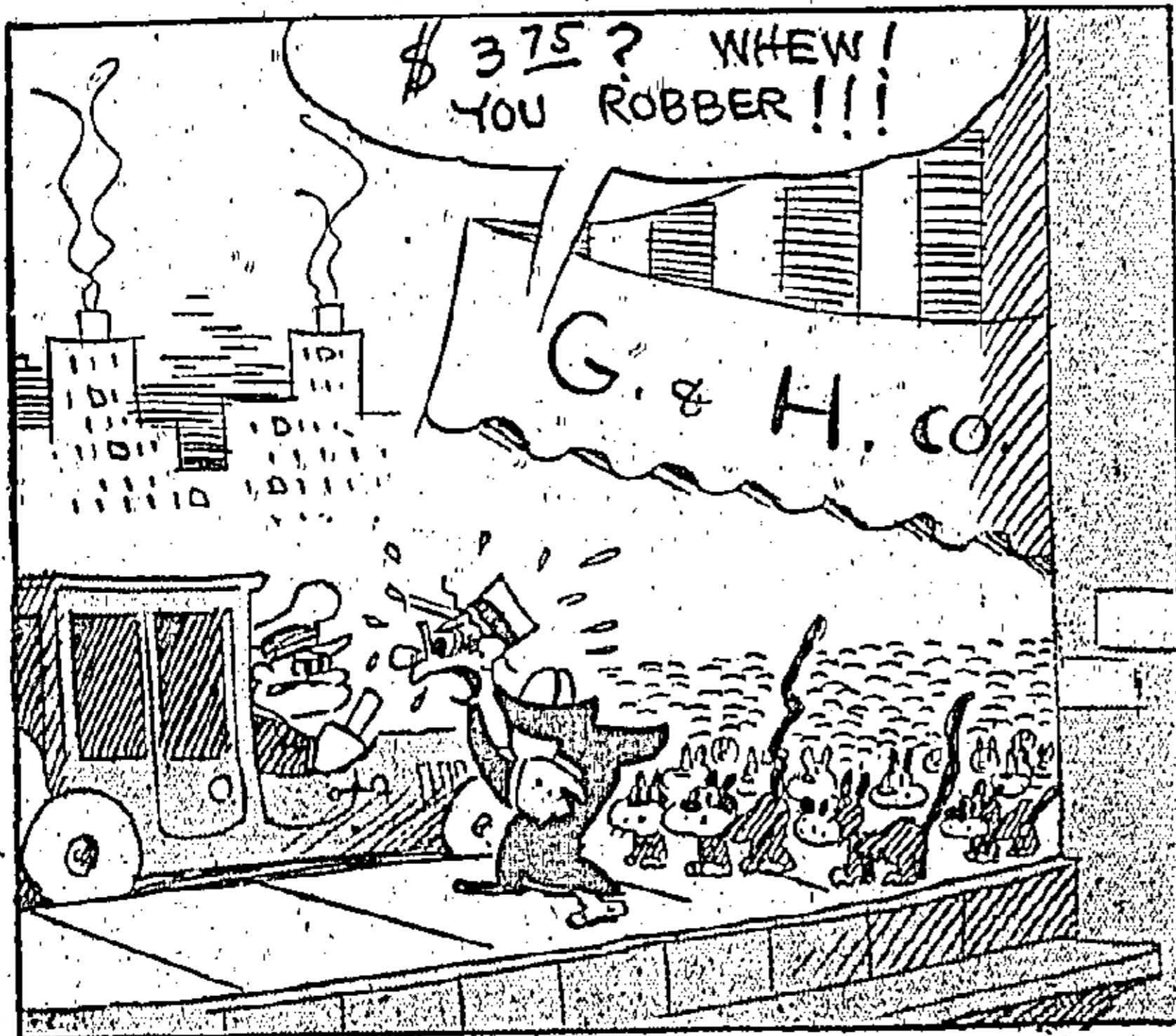
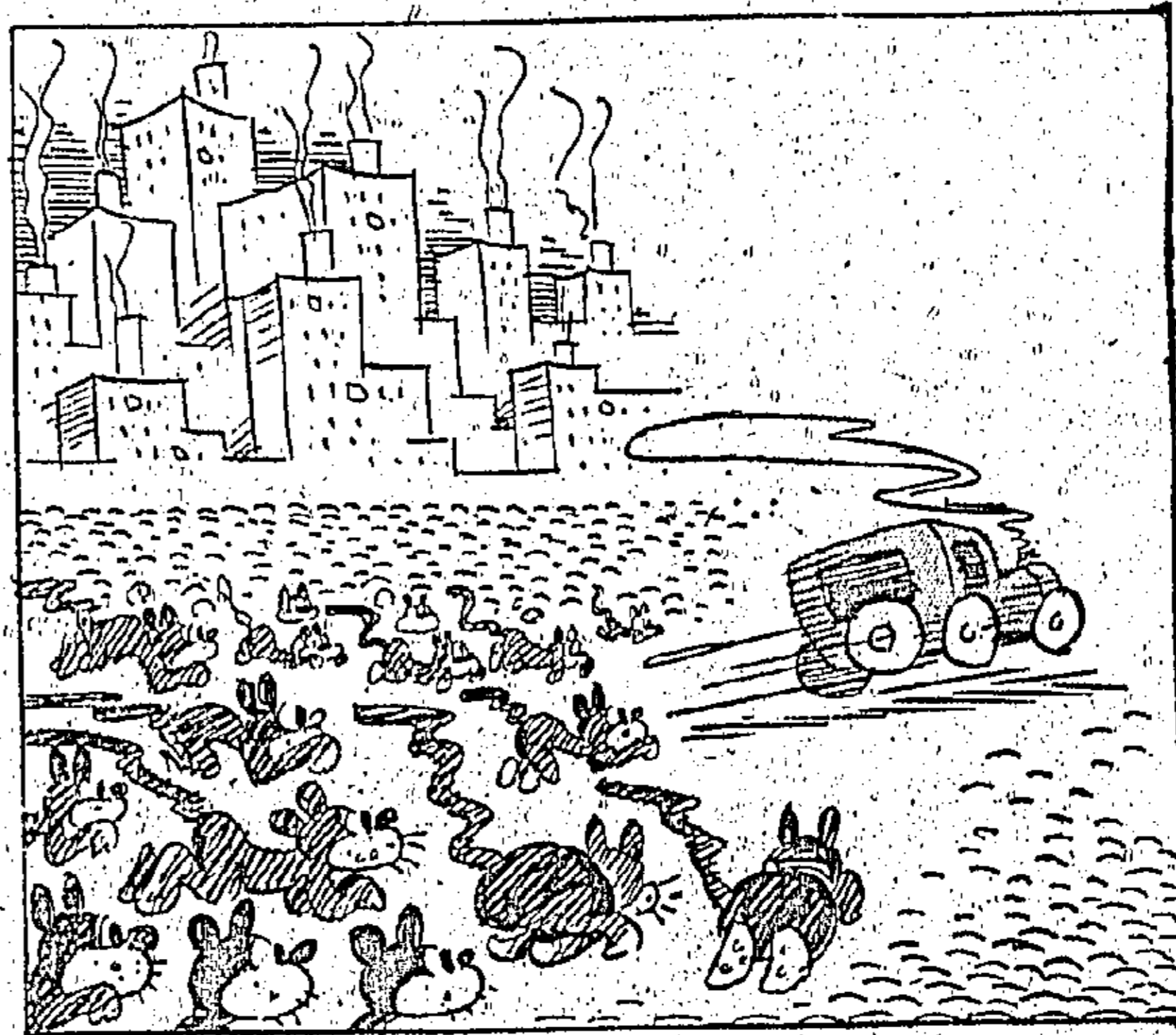
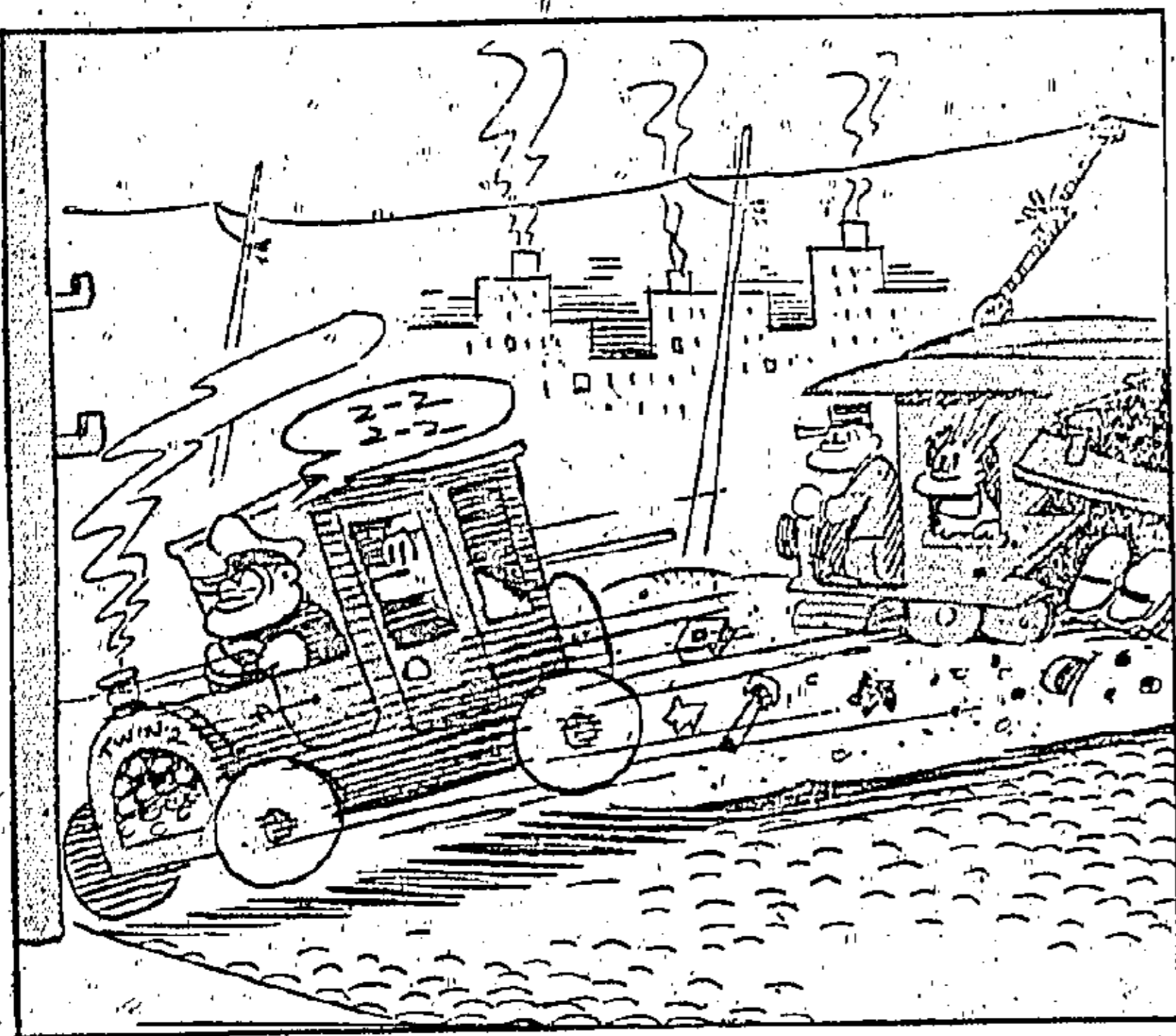
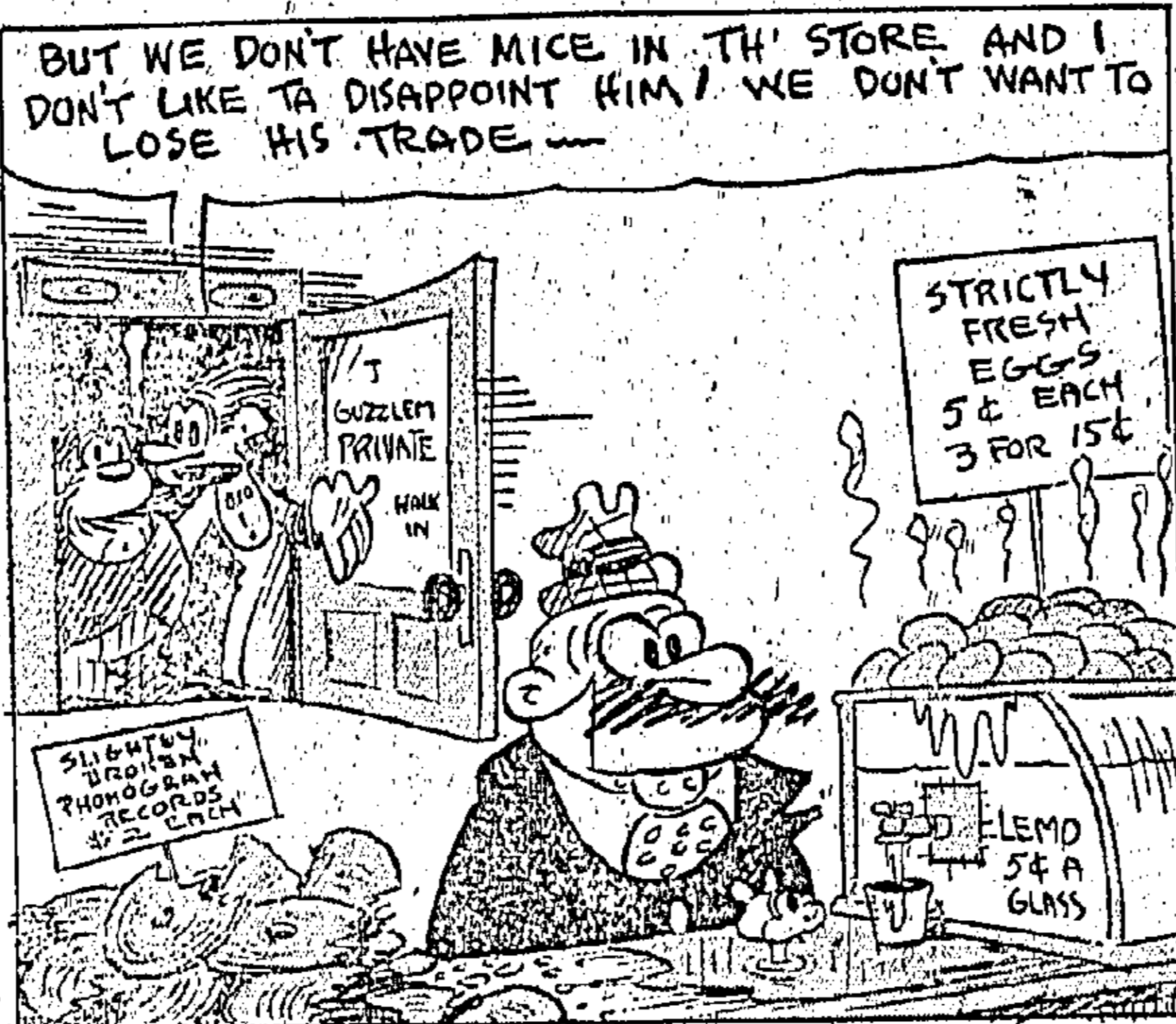
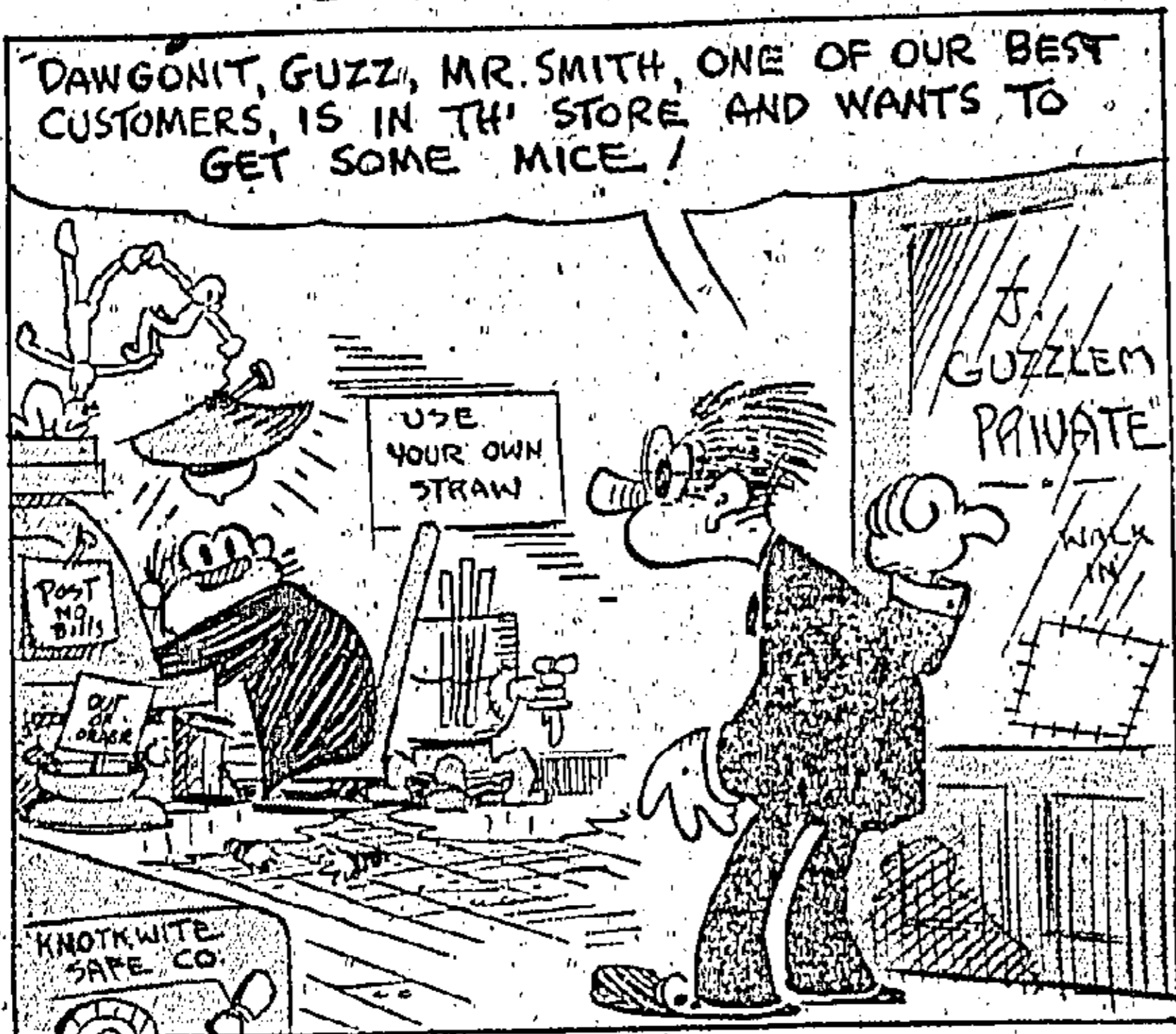
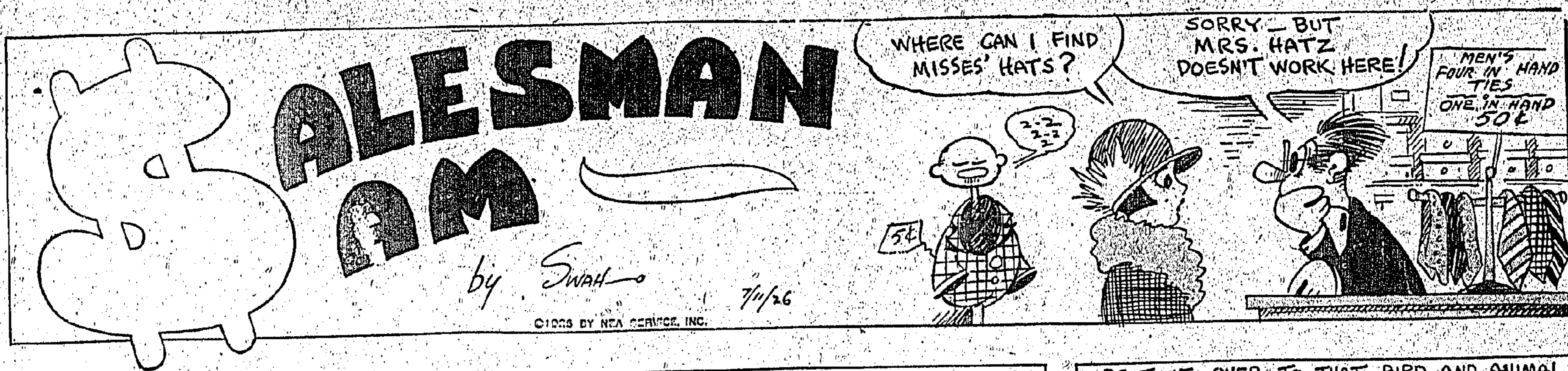
Above, smart silk velvet that can be draped to suit wearer; below, almost a turban, of wine-coloured velvet.

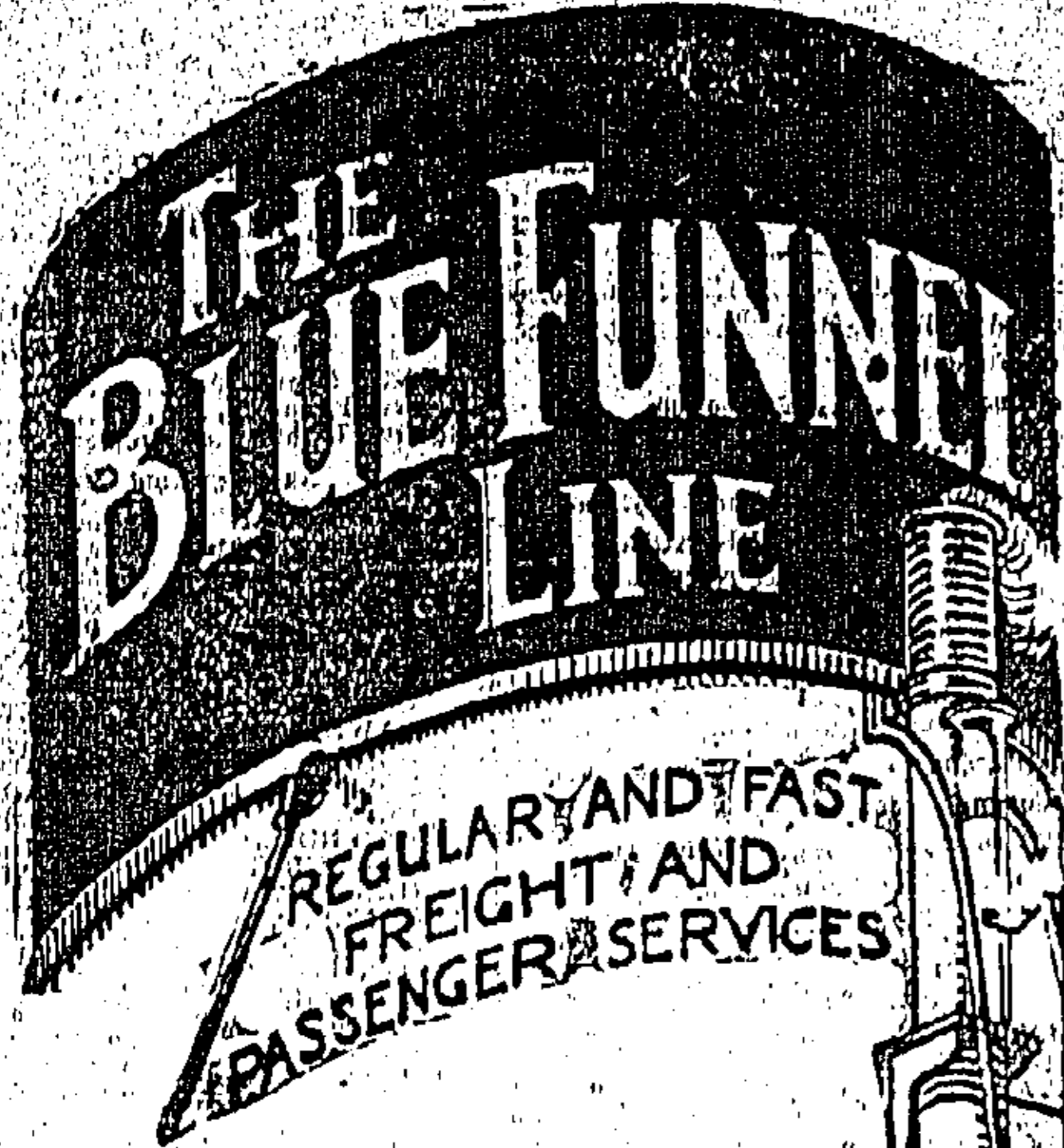


Dance frock of silver crepe and lame fringe over black net.



New autumn coat of tan kasha.





LONDON SERVICE

"CALORIAS" 5th Oct. Marseilles, London, R. dam & H. burg
 "PATROCLUS" 20th Oct. Marseilles, London, R. dam & Glasgow
 "RHEXENOR" 2nd Nov. Marseilles, London, R. dam & H. burg
 "TELAMON" 9th Nov. London, Rotterdam & Hamburg
 "ANTENOR" 17th Nov. Marseilles, London, R. dam & Glasgow

LIVERPOOL SERVICE

"ATREUS" 20th Oct. Tripoli, Genoa, Havre & Liverpool
 "BELLEROPHON" 1st Dec. Havre and Liverpool
 "TITAN" 20th Dec. Genoa, Havre and Liverpool

PACIFIC SERVICE

via KOBE & YOKOHAMA.
 "PHILOCTETES" 7th Oct. Victoria, Vancouver & Seattle.
 "TYNDAROS" 20th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"TEUCER" 2nd Oct. New York, Boston & Baltimore
 "NINGHOW" 19th Nov. New York, Boston & Baltimore

PASSENGER SERVICE

"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
 "ANTENOR" 17th Nov. Singapore, Marseilles & London.
 "RECTOR" 16th Dec. Singapore, Marseilles & London.
 "AENEAS" 11th Jan. Singapore, Marseilles & London.

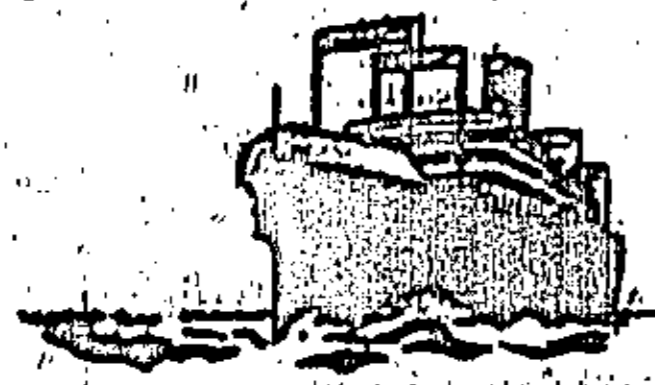
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 KOBE Keelung, S'hai T'au, Hangsang Wed. 6th Oct at 4 p.m.
 TIENTSIN Cheongshing Satur. 9th Oct at noon
 SANDAKAN Mausang Tues. 12th Oct at 2 p.m.
 CANTON Hopsang Wed. 13th Oct at 6 a.m.
 KOBE Yokohama Yokkaichi Kunsang Wed. 13th Oct at 7 a.m.
 TONGTAU via S'hai Foonshing Wed. 13th Oct at noon
 OSAKA S'hai, Moji & Kobe Namsang Satur. 15th Oct at 7 a.m.
 STRAITS & Calcutta Hosang Tues. 26th Oct at 3 p.m.
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EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29
EMPRESS OF ASIA	Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPRESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 20	Mar. 23	Mar. 26	Mar. 29	Apr. 17
EMPRESS OF RUSSIA	Apr. 30	Apr. 3	Apr. 6	Apr. 9	May 8
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 29
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Tjikini	N. China	14th Oct.	15th Oct.	Batavia
Tjikarang	Batavia	17th Oct.	19th Oct.	Shanghai
Tjikembading	Shanghai	18th Oct.	21st Oct.	Batavia
Tjikaroen	Java	26th Oct.	28th Oct.	S'hai, N. China
Tjikaroen	N. China	28th Oct.	29th Oct.	Macassar
Tjikaroen	Batavia	31st Oct.	2nd Nov.	Shanghai
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Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. Today requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday the 5th October, 1926, at Noon will be subject to rent and landing charges. All claims must be sent in to me on or before the Friday the 8th October, 1926 or they will not be recognized.

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J. LIMAGE.

Agent.

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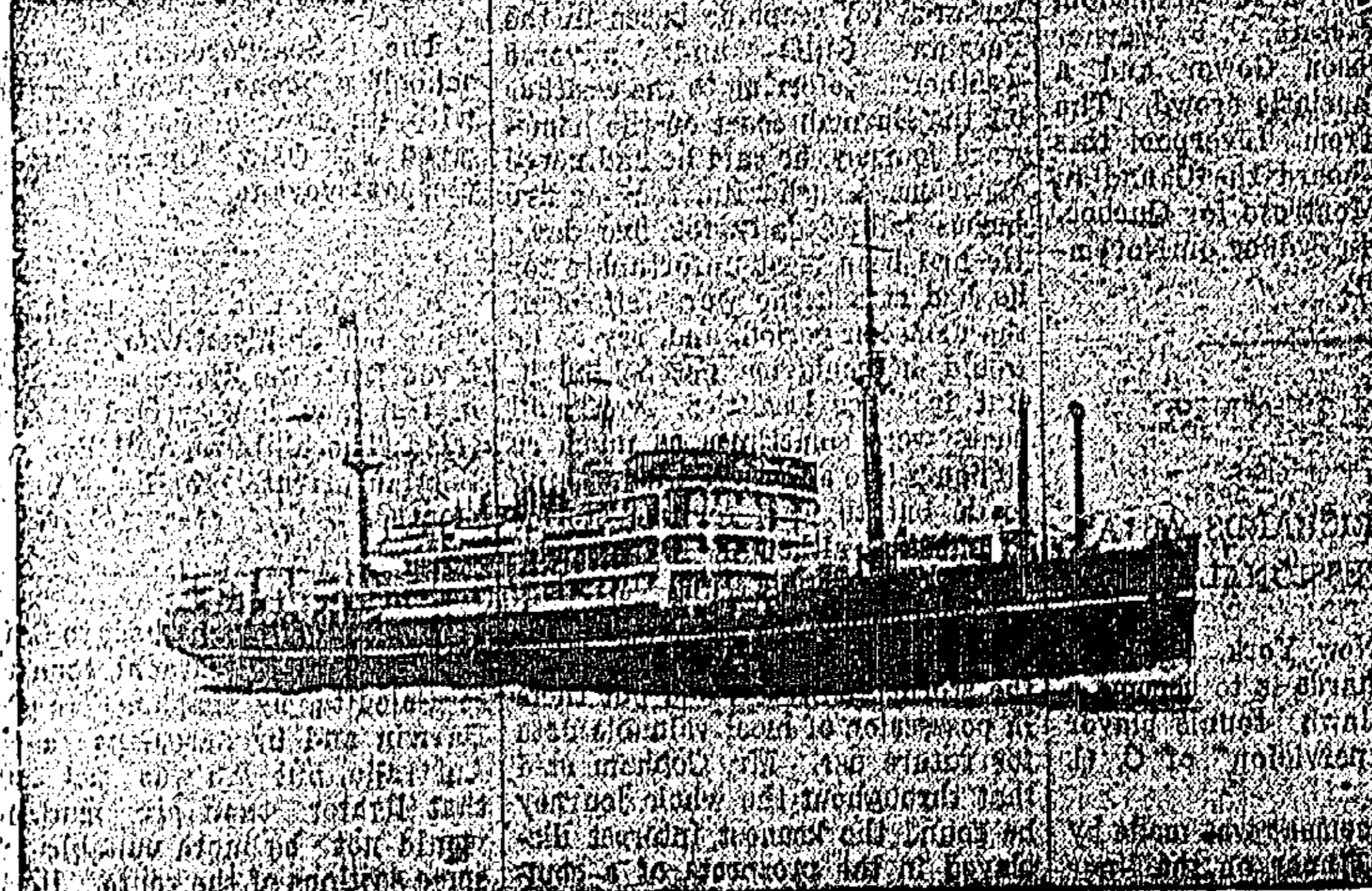
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MOREA	10,818	16th Oct.	Marseilles & London
NYANZA	7,023	27th Oct.	S'pore, P'ang C'bo & B'bay
KHYBER	9,114	30th Oct.	M'les, L'don & A'werp
ALFORD	5,273	31st Nov.	S'pore, P'ang C'bo & B'bay
MANTUA	10,902	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, P'ang C'bo & B'bay
KARMALA	9,128	27th Nov.	M'les, London Antwerp
MACEDONIA	11,089	11th Dec.	Marseilles & London
DELTA	8,497	23rd Dec.	S'pore, Penang & Kobe
KHIVA	9,135	25th Dec.	M'les L'don & Antwerp
MIRZAPORE	6,718	3rd Jan.	M'les L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore, P'ang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'les, L'don & A'werp
MOREA	10,913	15th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

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SHIRALA	7,841	11th Oct.	S'pore, Penang & Calcutta
TALMA	10,000	19th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th Oct.	Manila, Sandakan, Thurs.
TANDA	6,956	2nd Dec.	Island, Townsville, B'hano.
ST. ALBANS	4,500	31st Dec.	Sydney and Melbourne.

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The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	6,000	5th Oct.	Moji, Kobe, Osaka & Yokohama
MANTUA	10,902	16th Oct.	Shanghai, Moji & Kobe
MIRZAPORE	6,715	23rd Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hkg. and Sailings for M'les	Prob. Sailing from H'kong for M'les
D'ARTAGNAN			12th Oct.
ANGKOR			26th Oct.
PORTHOS		12th Oct.	9th Nov.
CHAMBERD		26th Oct.	23rd Nov.
PAUL LECAT	8th Oct.	10th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Loading Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. MIN from Dunkirk, L'don, Havre is due to arrive about 28th September.

For full particulars apply to
Messageries Maritimes Co.,
3, Queen's Building.
Phone: Central 740.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. SIMALOE	18th October.
S.S. OLDEKERK	16th November.

Sailings for Genoa, R'ham, A'dam, Hamburg & Bremen.

S.S. OOSTERK	2nd October.
S.S. OLDEKERK	30th October.
S.S. SIMALOE	26th November.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tol. Central No. 1574. Agents, York Building.

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TAIYO MARU	Tuesday, 5th Oct. at noon.
TENYO MARU	Monday, 18th Oct.
KOREA MARU	Tuesday, 2nd Nov.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama	
ANYO MARU	Saturday, 6th Nov. at noon.
BOKUYO MARU	Saturday, 27th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KITANO MARU	Saturday, 9th Oct.
HARUNA MARU	Saturday, 23rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 20th Oct.
MISHIMA MARU	Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

TOBO MARU	Monday, 4th Oct.
LISBON MARU	Friday, 29th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU	Friday, 15th Oct.
BOMBAY via Singapore & Colombo.	

TAMBA MARU	Monday, 11th Oct.
TOTTORI MARU	Friday, 29th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU	Friday, 8th Oct.
RANGOON MARU	Monday, 18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Saturday, 16th Oct.
SHANGHAI, KOBE & YOKOHAMA.	

KATORI MARU	Monday, 4th Oct.
ASITA MARU (Moj direct)	Saturday, 9th Oct.
MURORAN MARU (Moj direct)	Sunday, 17th Oct.
ATSUTA MARU	Tuesday, 19th Oct.

For further information apply to:— **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.
S.S. "KENDAL CASTLE" Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0d.	£66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" Sails on or about 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME L." Sails on or about 8th October.

M.V. "VIMINALE" Sails on or about 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENSHANE	7th October.	GLENGARBY	20th October
CARMARTHENSHIRE	17th Oct.	L'don, R'dam & H'burg via Oran.	
GLENBEG	26th October.	CARMARTHENSHIRE	30th Nov.
GLENTARA	16th November.	L'don, R'dam & H'burg via Oran.	
CARMARTHENSHIRE	27th Nov.	GLENTARA	29th December
		L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.
Telephone: Central No. 215, sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION CO. LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 3rd October s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subject to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BATH" ... From H'kong via Suez Canal 8th Oct.
S.S. "CITY OF BARDOA" ... From H'kong via Suez Canal 5th Nov.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE SERVICE**

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "FORREBANK" From H'kong via Suez Canal 2nd half Nov.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, & Hamburg From Hongkong.
S.S. "CITY OF RANGOON" ... 24th October.

For London, Rotterdam, & Hamburg.

S.S. "CITY OF PEKIN" ... 12th November.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA**ORIENTAL AFRICAN LINE**

S.S. "YUENSANG" From Hongkong 15th October.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Dullmaine, Ibo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd., & Chitts Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings From Hongkong.

S.S. "CITY OF BATH"	via Suez Canal 8th Oct.
S.S. "TEUCHER"	via Suez Canal 22nd Oct.
S.S. "CITY OF BARDOA"	via Suez Canal 5th Nov.
S.S. "NINGHOW"	via Suez Canal 19th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.
For Freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & Co., Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails thence on or about
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January

For Freight & Passage, apply to:—**BUTTERFIELD & SWIRE.**
Tel. C. 36. Agents.

CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship.

MIN.

Consignees of Cargo from

DUNKIRK, ANTWERP,

MANCHESTER, LONDON & C.

In connection with above Steamers

are hereby informed that their goods

with the exception of Opium, Treas-

ure and Valuable are being landed

and stored at their risk into the

Godard & Douglas Co. Ltd. Godard & Douglas

whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded

on unless intimation is received from

the Consignees before 6.00 a.m. Today

terminating it to be landed here.

Bills of Lading will be counters-

igned by the Undersigned. Goods

remaining unclaimed after Tuesday

the 5th October, 1926, at Noon will

be subject to rent and landing charges.

All claims must be sent in to me on

or before the Friday the 8th October

1926, or they will not be recognised.

All damaged packages will be

examined on Tuesday the 8th Oct.

1926, at 10.00 a.m. by Messrs.

Godard & Douglas.

No Fire Insurance has been effected

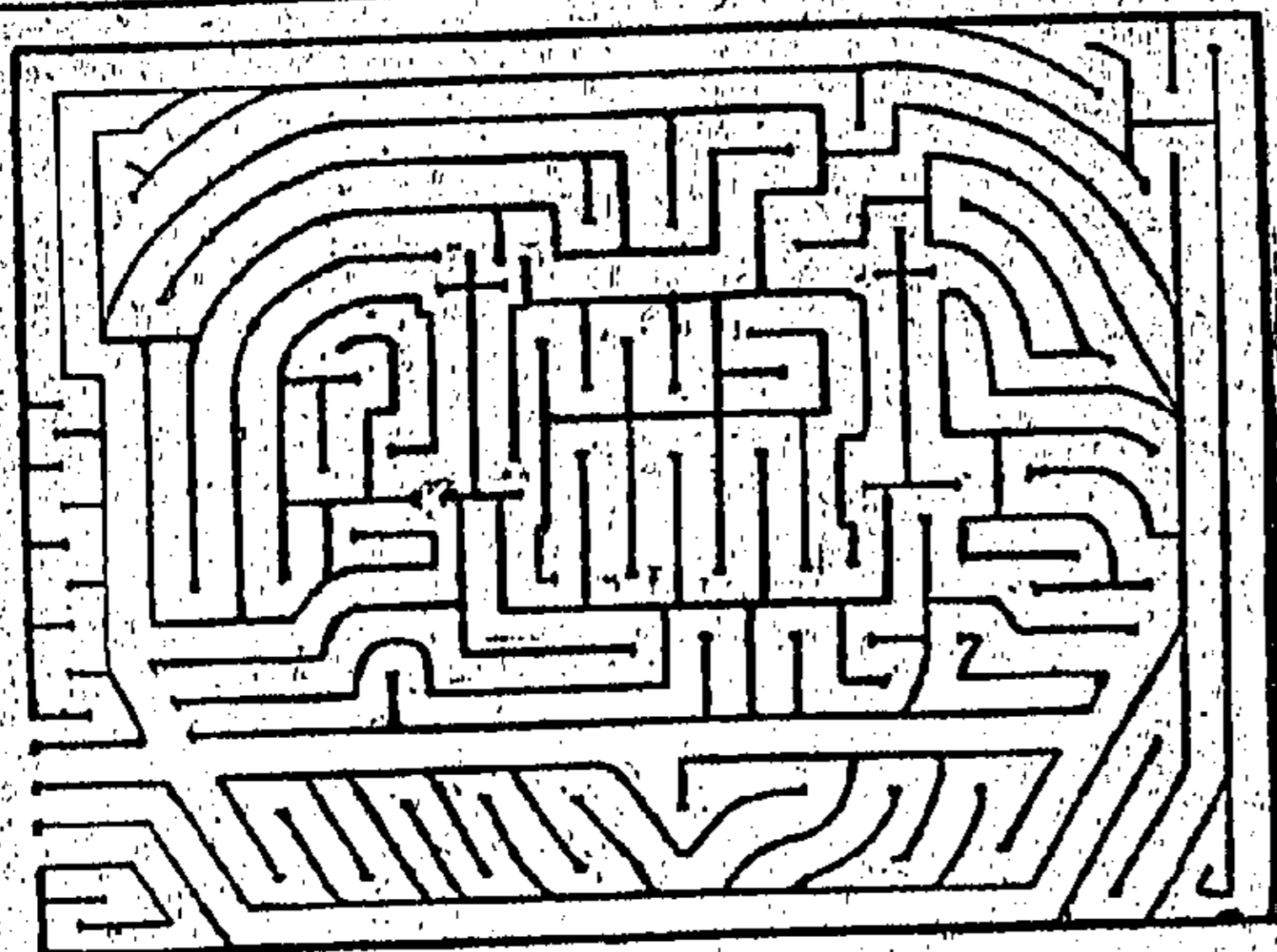
J. LIMAGE,

Agent.

Hongkong, September 29, 1926.

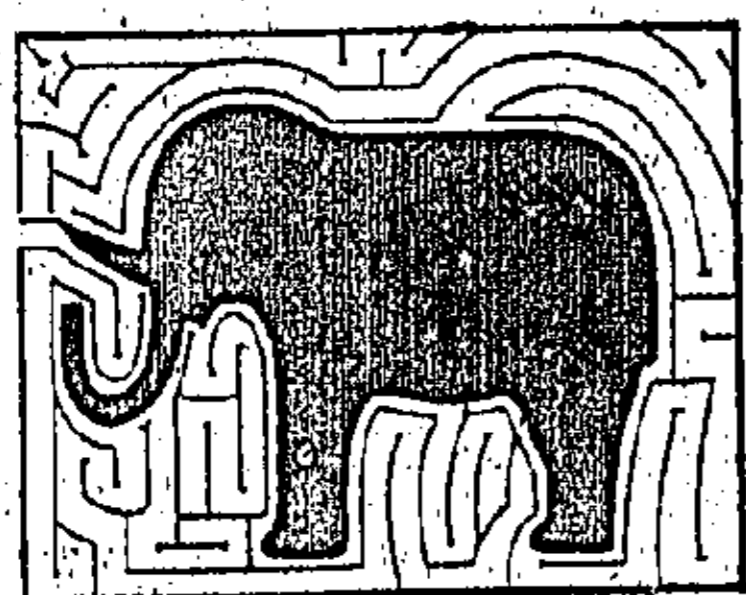
THE MYSTIC MAZE

By WALTER R. GIBSON



A picture is hidden in this mystic maze puzzle picture. There are several entrances to the maze, but only one of them will lead you through and back to the starting point without crossing a barrier. The remaining entrances are all "blind alleys" which have no outlet. Take a pencil and start at one of the entrances. Try to find a course through the maze that will bring you out where you want in. When you have discovered the correct route, the line you draw will make the outline of a picture. Fill in the outline with your pencil, and you will have a perfect silhouette of the hidden picture. Watch for a new Mystic Maze Puzzle Picture next Saturday.

Last Saturday's Hidden Picture—The Elephant.



HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL. Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL, KALEE HOTEL, MAJESTIC HOTEL. Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the Grand Hotel Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION

ELECTRIC LIGHTS AND LIGHTING,

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS

Telephone Central 373 Telegraphic Address: "Victoria."

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

This First Class Residential and Tourist Hotel provides the acme of comfort and service for its Guests. Six Stories of up to date elegantly furnished airy rooms with latest sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephones to each floor.

Rates for Families greatly reduced.

RATES:—Single—Monthly from \$120, Weekly from \$30 and Daily from \$5.

Double—Monthly from \$230, Weekly from \$55 and Daily from \$9.

Under new and progressive management.

Tels: K.608 and K.609. Telegraphic Address: "KOWLOTEL" Hongkong.

Tel. Address: GLENEALY HOTEL, Telephone C. 980. "Glencely" Hongkong, 3 & 4, Glencely (Near Dairy Farm). A first class Residential and Tourist Hotel. Splendidly situated with easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent Cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms. For further particulars apply to: MRS. FREDERICKS, Proprietress.

EUROPE

Cables:—"EUROPE" Singapore.

HOTEL

SINGAPORE.

After-dinner dancing every Tuesday, Thursday and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

LOCAL JOURNALISTS' WEDDING.



The above group was taken at the wedding of Mr. Henry Ching and Miss Ruby Kong, which took place at St. John's Cathedral on Saturday last. (Photo: Ming Yuen).

HOUSING SCHEME.

(Continued From Page 1.)

Kampong Kapor, Bukit Timah Road, and elsewhere have played a useful part in alleviating the housing shortage which is affecting both the European community and the clerical class in the local population.

Moreover, the types of house which have been built have been practically the first attempts to break away from the shop-house tradition in Singapore, and the officers of the Town Planning Department have already managed to convince at least one local builder that land laid out on modern lines, with indented housing blocks and properly planned roads and open spaces, can be built up just as profitably as under the old system whereby houses were built back to back from street to street, with a minimum of ventilation and no vacant space whatever for the children.

CATERING FOR CLERICAL CLASS. This does not, of course, apply to the tenement class of property, where the rents charged have to be within the means of the labouring and artisan classes, but it may be taken as proved that the needs of the clerical class, who desire respectable housing accommodation at a rental commensurate with a fixed salary, can be catered for, and land built up on an economic basis, if local builders and architects will take advantage of the expert advice offered by the Municipal town planning department and obtain a scientific lay-out of their land before they commence building operations.

EXCHANGE RATES.

	Rugby, Oct. 1
New York	4.85 1/2
Geneva	25.10
Milan	192 1/2
Stockholm	18.14
Oso	22.14 1/2
Prague	183 1/2
Madrid	31.9 1/2
Rio	7.11 1/2
Shanghai	2.17 1/2
Kokohama	2.01 1/2
Silver (forward)	26 1/2
Paris	172 1/2
Brussels	179 1/2
Amsterdam	12.11 1/2
Berlin	23.7 1/2
Copenhagen	18.27 1/2
Vienna	34.30
Helsingfors	192 1/2
Lisbon	2.17 1/2
Buenos Aires	46.1 1/2
Hongkong	2.09 1/2
Silver (spot)	26.5 1/2

—British Wireless.

THE STEEL COMBINE.

POSSIBLE EFFECT ON FAR EAST.

New York, Oct. 1.

There is great interest here in the formation of the European steel trust. Mr. Hoover is reported to have ordered an investigation into the matter. There is a general opinion, however, that the new combination will not menace the American home market but will, possibly, considerably influence the world market.

Mr. Gary, Chairman of the United States Steel Corporation, says that he hopes the combine will be a great success. He thinks its managers will be friendly to America, from which the sentiment is certainly reciprocated.

A spokesman of leading manufacturers at Pittsburgh has said that the influence of the keener competition which will result from the combine will be chiefly felt in the Far East and Latin America, where cheaper labour and transport will be enjoyed by the trust and give it the advantage.—*Reuter's American Service.*

FRENCH INTERPELLATIONS.

Paris, Oct. 1.

The Socialist Leader M. Blum intends to interpellate the Government on the exact tenor of the steel convention conditions, under which the Government has controlled the negotiations and measures to be taken for the purpose of watching its economic and social repercussions; and the possible consequences with regard to France's foreign policy.—*Reuter.*

BRITISH GUIANA.

COMMISSION TO STUDY DEVELOPMENT.

Rugby, Oct. 1.

The Secretary for the Colonies has appointed a Parliamentary Commission, consisting of Mr. Roy Wilson and Mr. Snell, Members of Parliament, with Mr. Sedgwick, of the Colonial Office as Secretary, to visit British Guiana.

The Commission will consider and report on the economic condition of Colony, the causes which have hitherto retarded and the measures which could be taken to promote development; as well as any facts which they may consider to have a bearing on the above matter.

The Commissioners are proceeding to British Guiana about the middle of October.—*British Wireless.*

SINGAPORE BAR.

ADMISSION OF MR. K. A. SETH.

The admission to the Bar of the Straits Settlements of Mr. K. A. Seth, which took place before Mr. Justice Deane recently has more than the usual degree of interest which the periodical additions to the legal fraternity of the Colony possess by reason of the fact that Mr. Seth has joined the firm of Messrs. Sisson and Delay, with which firm his father, Mr. E. L. Seth, who is managing clerk, has been connected for more than thirty years. Mr. Seth joined the firm when it was started by Mr. A. J. Sisson and Mr. J. A. Delay in 1897, at a time when Mr. Donaldson, Mr. Burkinshaw, and Mr. Napier, among other, well-known lawyers of the past, were practising there.

In admitting Mr. Seth his lordship remarked that he had admitted several new members to the Bar of the Colony recently and Mr. Seth would probably find that there was keen competition. Singapore, however, was a growing place and there was no doubt room for everybody. There was also plenty of room at the top, and having reached the top he would find the air there quite nice.

Mr. K. A. Seth, it may be added, was educated in Singapore, at St. Joseph's.

INDIAN PRINCES' OFFER.

CHAIR OF 300 BRITISH CINEMAS.

Bombay, September 18.—A £1,000,000 scheme to encourage British films in Great Britain and the Empire, especially in India, has just been completed, says a *Reuter* message.

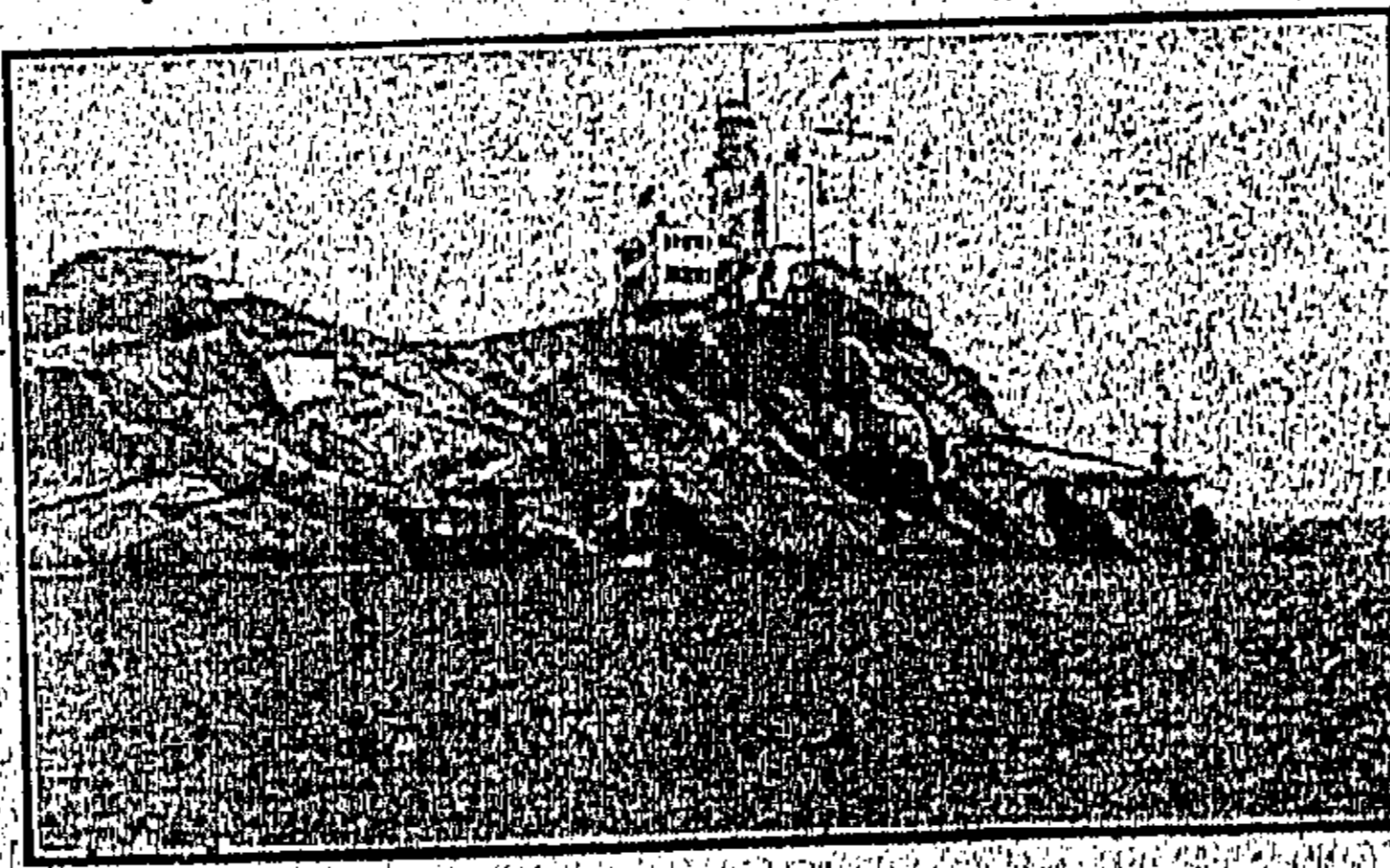
The Maharajah of Alwar, Patiala, Bikanir, Jaipur, the Aga and the Maharajah of Kashmir have conjointly offered the necessary resources for the scheme, which includes the erection of 300 cinemas throughout India by the middle of 1927 showing films from Great Britain and from the Dominion in the proportion of six British films for one screened from other parts of the Empire.

The Maharajah of Alwar has offered £100,000 in free sites for cinemas in India, the Maharajah of Patiala has offered £30,000 the Aga Khan £25,000, and the Maharajah of Jaipur £35,000 to £40,000.

The remaining Princes have not yet decided on cash offers, but will supply sites, and in some cases the buildings for cinemas.

The Sultan of Perak recently entertained the Hon. Mr. O. F. G. Stonor, the retiring Resident of Perak, who leaves by the Malwa on retirement after 35 years in the States. Mr. Stonor's departure is genuinely regretted as only a few months have elapsed since a serious operation for appendicitis led to his decision to retire three years before the age limit. Mr. Stonor was a keen amateur rider in his day and captained Selangor at cricket for years, visiting Hongkong.

DAMAGED IN TYPHOON.



Above is seen Gap Rock Lighthouse, which suffered considerable damage in the typhoon last Monday.

Entertainments.

Enormous and
Instantaneous
Success of

THE BLACK PIRATE
with
DOUGLAS FAIRBANKS

Crowds thronged the Queen's yesterday to see this Wonder Film! Spontaneous bursts of applause greeted it on the screen! Enthusiastic comments were heard on every hand as the big audiences left the theatre!

Don't take what we say about it as Gospel, ASK YOUR FRIENDS WHO HAVE ALREADY SEEN IT!

Times of Performance

2.30 & 7.15 p.m. \$1.20, 80 cts., 50 cts.
5.10 & 9.20 p.m. (with full musical score by a big orchestra) \$2, \$1.20 & 80 cts.
Soldiers & Sailors 50 cts. to Front Stalls.

TO-NIGHT at 9.30 p.m.

GRAND OPENING PERFORMANCE

OF

DICK NORTON

and his

NEW GLOBE TROTTERS

9-TALENTED PERFORMERS-9

in

ALL THE LATEST SUCCESSES

Change of Programme alternate nights

Prices \$3, \$2 & \$1.

Booking at Moutrie's and Star

PICTURES 5.30, to 8.45

RICHARD BARTHELMLESS

in

TWENTY ONE

WORLD

TO-DAY ONLY

BUSTER KEATON

in

His Most Uproarious Comedy

THREE AGES

THEATRE ROYAL

Commencing Wednesday, 6th. October.

A. CARPI'S

ITALIAN GRAND OPERA CO.

Full Orchestra, Ballet and Chorus
60 ARTISTES... 60

Wednesday, October 6th.

IL TROVATORE

Tuesday, October 12th.

MIGNON

Thursday, October 7th.

LA TRAVIATA

Wednesday, October 13th.

LA TOSCA

Friday, October 8th.

CAVALLERIA RUSTICANA and PAGLIACCI

Thursday, October 14th.

LA BOHEME

Saturday, October 9th.

MADAME BUTTERFLY

Friday, October 15th.

RIGOLETTO

Monday, October 11th.

FAUST

Saturday, October 16th.

CARMEN

Booking Now Open at the Anderson Music Company.

Prices Dress Circle \$4.00, Stalls \$3.00
Pit Stalls \$2.00, Pit \$1.00

COMMENCING AT 9.15 p.m. PROMPT.